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			Cosworth (2wd, 4wd and Escort)	TINA	£ 630.00	
Focus Mk2 ST Section 59/500	£.567.00	£ 802.00	Cosworth OE style	YYY	YYY	
Focus Mk2 RS	£ 546.00	£ 850.00	(2wd, 4wd and Escort)	N/A	£ 756.00	
Focus Mk2 RS Section 59/500	£ 567.00	£871.00	Escort RS Turbo	N/A	£ 451.00	
Focus Mk3 ST	£ 680.00	N/A	Escort Mk5/6 RS2000	999		
Fiesta Mk7 1.6 ST 180	£ 529.20	N/A	(2wd and 4wd)	£ 388.00	N/A	
Fiesta Mk6 ST 150	£415.00	£ 598.00	Escort Mk5/6 Zetec	£ 436,00	₩A.	
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13 Issues of Fast Ford are published per annum
UK annual subscription price: £58.50
Europe annual subscription price: £71.99
USA annual subscription price: £71.99
Rest of World annual subscription price: £79.49

UK subscription and back issue orderline: 0845 241 5159 Overseas subscription orderline: 0044 (0) 1959 543 747 Toll free USA subscription orderline: 1-888-777-0275 UK customer service team: 01959 543 747 Customer service email address: subs@kelsey.co.uk Customer service and subscription postal address: Fast Ford Customer Service Team, Kelsey Publishing Ltd, Cudham Tithe Barn, Berry's Hill, Cudham, Kent. TN16 3AG

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www.kelseyshop.co.uk Back Issues: 0845 873 9270 Books: 0845 450 4920

Tel: 0906 802 0279 (premium rate line, operated by Kelsey Publishing Ltd. Calls cost 61p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm)

Email: cars@kelseyclassifieds.co.uk

Postal address: Kelsey Classifieds, c/o Classified Central Media, Central House, 4th Floor, 142 Central Street, London EC1V 8AF Fax: 020 7216 8557

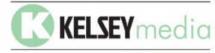
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**24 DECEMBER 2015** 





#### WELCOME TO THE JANUARY ISSUE!

I'm going to start this month by asking you all a simple question: What is Ford's hottest hatch?

The Fiesta? It certainly has to be in with a shout, the ST and Zetec S models are fine examples of a hot hatch, but the lack of an RS-badged example in recent years does mean the Fiesta loses out to other models in the outright

**SUBSCRIBE TO** aggression stakes. What about the Escort **FAST FORD!** then? Well, with the S1 SHOP.KELSEY. and S2 RS Turbo, RS2000 CO.UK/FTF and mighty Escort Cosworth in its ranks it certainly puts up a fight, but aside from these examples the rest of the line up doesn't really cut it as a 'hot hatch'.

So, what it is it then? It's the mighty Focus of course. With an incredible line up inlouding the ST170, the Mk1 RS, the Mk2 ST, the Mk2 RS (including the RS500!), the Mk3 ST, and the soon-tobe-released Mk3 RS with its 4wd and 350bhp as standard, you can't deny some of the finest Fords ever produced came with a Focus badge on the boot.

For me, at least, that makes the Focus Ford's greatest ever hot hatch. And to celebrate we've gone and dedicated an entire issue to the model. This includes: Jamie Cairney's insane 392bhp Mk1 RS, a car that he still drives every single day! Alongside we've got Sam Breeze's

awesome Mk2 RS, complete with reworked five-pot producing a whopping 503bhp! And, not

> forgetting the latest generation, we've got Jamie Robb's stunning Mk3 ST, proving the ST can be every bit as good as an RS. Old-school fans don't panic, you still get your

Cossie fix, just with a bit of a Focus flavour, in the shape of not one, but five amazing RWD and 4x4 YB-powered Mk1s! We've also got Daryl Stanley's gorgeous S2 RS Turbo too, fresh from a full resto and now packing a

massive 300bhp from its CVH motor! So, whether you like fast Fords from yesteryear or the very latest models, we've got you covered this month - especially if you like Focuses!

Enjoy the mag!





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#### **FOCUS SPECIAL**

#### 22 MK1 FOCUS RS

Awesome daily driver conceals a potent 392bhp!

#### **32 MK2 FOCUS RS**

Mighty Mk2 with 503bhp of five-pot thunder!

#### **40 MK3 FOCUS ST**

Stunning Mk3 ST combines power with style.

#### **70 COSSIE FOCUSES**

Five mental Mk1s all powered by the legendary Cosworth YB!

#### **100** FAST FANATICS

This month you show us your very own fast Focuses.

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Stunning S2 is fresh from a resto, now with 300bhp!

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Ford dominated the action at the Castle Combe show...

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Another Blue Oval is pulled from the vaults.

**JANUARY 2016 NO.365** 

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## INSPIRATION, NANIFESTATION!

The build of Daryl Stanley's **300bhp** Series 2 RS Turbo might not have happened had it not been for the Ford-themed automotive project progress reports that he was monitoring online...



#### **S2 RS TURBO**

assionFord is a forum that has opened the eyes of Blue Oval enthusiasts to a huge number of top-notch automotive projects over the years. Indeed, Ford fans have revelled in posting pictures and detailed progress reports direct from their workshops, garages and driveways while they wield spanners around their Sierras, Escorts, Fiestas and whatever else they happen to be tinkering with.

Documenting the build of a car in this way delivers the perfect

solution for individuals who want to keep track of the work that they've carried out on their pride and joy, and it also encourages chat from likeminded folk who are keen to help with advice and suggestions of best practice. Perhaps more importantly, disclosure of this kind provides inspiration to others looking to begin their own ambitious 'restomod' plan of action.

Twenty-four year old Essex inhabitant, Daryl Stanley, is one such forum fan that found himself under the influence of

PassionFord projects. "I'd been using my beloved Series 2 RS Turbo as a daily driver for the best part of a year before I decided to retire it from the road and subject it to an extensive restoration," he confirms. "The quality of work achieved by some of the guys with online project threads is second to none, and I don't mind telling you that the forum posts I was looking at played a huge part in the decision to strip and rebuild my Escort," he smiles.

This exceedingly hot hatch first came to the Stanley family's

attention almost a decade ago; Daryl's grandfather's friend, Brian, bought the red Rallye Sport during the sale of a private collection of cherished motors. "As you'd expect, the car had been well looked after, and Brian continued to treat it in the fashion that it had become accustomed to," continues the Colchester-based diesel injection specialist. "I was heavily involved in the VW scene at the time, but my Dad's love of Fords must have rubbed off on me – when Brian announced his decision to







#### **DRIVER SPEC**

#### DARYL STANLEY

Age: 24 Job: Diesel fuel technician

First Ford: This one
Favourite Ford: This one
Best mod: The engine and ECU
What's next: Let's see how long the
gearbox lasts before I answer that
question!



#### **S2 RS TURBO**

sell the car in 2009, it was my name that was the next to appear on its logbook!" he laughs.

Fast-forward by nine months, and Daryl was stripping his Escort to a bare shell. "At first glance, the car looked to be in exceptional shape, but the more layers that I peeled back, the more rust I discovered," he sighs. In fact, he was forced to cut out and replace the Ford's inner rear quarter panels, both wings, inner wings, front and back panels and the car's slam panel. Ouch!

A fresh lick of paint was due to hit the repaired and restored shell as soon as the new metal had been welded into place. Sadly, not everything went to plan. "I suppose you could say that it was a bit naive of me to think that a show-quality finish could be achieved by my mate and I from within the confines of my workshop, but we reckoned that it was worth a shot!" admits Daryl. Unfortunately, the resulting paint job left a significant amount of overspray and 'orange peel' spread across the car's new

bodywork. Worse still, the friends fell out over the incident, resulting in a cost that amounted to more than just lost time and money.

Fed up and feeling low, Daryl pondered his next move. As luck would have it, Terry Allen of Curves Bodywork Specialists in Braintree soon arrived at the Stanley residence in order to collect some agricultural machinery that he'd purchased online from Daryl's dad. "We didn't know Terry before that initial encounter, but he explained who he was and that he could

right the Escort's cosmetic wrongs," continues Stanley-the-Younger. "As we soon discovered, the quality of his work is second to none, and I didn't hesitate in handing him the keys to my car," he adds.

While the RS was being coated in all-new Radiant Red, its suspension and neighbouring chassis components were stripped, blasted and either powdercoated or zinc-plated before repatriation. Koni shock absorbers, 25mm lowering springs and

"We're sure that Daryl's efforts will now inspire others to begin the restoration and modification of their very own fast Fords"





#### "Daryl has applied Wössner forged pistons, PEC rods and ARP bolts to the 1.6-litre block"

Flo-Flex polybushes were bought with a view to tightening the car's handling abilities, while Wilwood four-pots with 283mm discs were added to a braking system that now also includes reconditioned rear drums, new shoes, Ferodo pads and braided hoses.

Fifteen-inch Compomotive TH rims may have been selected by Daryl for their rally-influenced appearance, but they were a considered choice that had as much to do with comfort as they did looks. "I didn't want to go any bigger than fifteens for fear of losing in-car enjoyment," he tells us. "I own an XR3i that sits on seventeen-inch rims, and its ride is simply too harsh for my liking. Sticking with smaller alloys has ensured that I can fit decent profile Yokohama Parada Spec 2 tyres that deliver a soft ride while sure-footedly pinning the car to the road," he says.

His RS Turbo's improved braking and traction capabilities are most welcome following the appointment of a powerful, fully forged CVH; using the car's original engine as the basis for the build, Daryl has applied Wössner forged pistons, PEC rods and ARP bolts to the 1.6-litre block. A Stage 3 cylinder head with an uprated valvetrain, a Newman camshaft, roller rockers and an RS1600i cam cover sit atop the revised lump, with a Boostmonkeys Gen8 standalone ECU managing fuel duties carried out by Siemens 610cc injectors fed by a new fuel tank and a Bosch high-flow pump.

"The engine is pumping out an estimated 300bhp, although I'll know more following a forthcoming mapping session at Boostmonkeys HQ," beams Daryl, safe in the knowledge that his appointment of a Stage 3 T3 turbocharger, a Tial external wastegate, a custom inlet plenum, a Group A K&N air filter and an enlarged stainless steel exhaust system mated to a custom tubular manifold have helped him in his quest for high horsepower. Conversely, the addition of carbon-skinned and lacquered reservoir











#### TECH SPEC S2 RS TURBO

#### ENGINE

Fully forged 1.6-litre CVH, Vibratechnics engine mounts, Wössner forged pistons, PEC connecting rods, ARP rod bolts, Stage 3 big valve head, wasted inlet valves, 3-angle valve seats, bronze valve guides, double valve springs, solid lifters, Harland & Sharp roller rockers, Newman camshaft, RS1600i cam cover, Kent Cams vernier pulley, Perspex timing belt cover, Group A K&N air filter, Stage 3 T3 turbocharger, Tial 38mm external wastegate, custom screamer pipe, G19 Engineering bespoke plenum, Cosworth throttle body, custom boost pipes and intercooler, Tial blow-off valve, Frofix custom tubular exhaust manifold, heat-wrapped downpipe, polished 2.5-inch stainless steel exhaust system, custom fuel rail, Aeroquip fuel pipes and vacuum hoses, Weber billet fuel pressure regulator, Siemens Deka 610cc fuel injectors, braided fuel lines, new fuel tank, Bosch fuel pump, Boostmonkeys Gen8 ECU with flat shift and launch control, Frenzy Performance Tuning custom wiring loom, oil breather kit, Airtec alloy radiator, Kubota alternator, custom battery bar, black silicone hoses, VIN and paint code plates painted black, flocked plastic covers, carbon-fibre reservoir covers, carbon-skinned and lacquered reservoir tank caps, powdercoated/zinc-plated accessories

#### POWER

300bhp (estimated)

#### TRANSMISSION

Front-wheel drive, fully rebuilt standard gearbox, AP Racing organic clutch, lightened flywheel, hydraulic clutch conversion, Girling master cylinder, Wilwood slave cylinder, custom gearbox bracket, modified clutch arm, B&M quick shift kit, Vibratechnics gearbox mounts

#### SUSPENSION

Koni shock absorbers, Spax 25mm lowering springs, Flo-Flex polybushes throughout, carbon-skinned and lacquered strut tops

#### BRAKES

Wilwood four-pot front calipers with

283mm discs, reconditioned rear drums with new shoes, Ferodo DS2500 pads, reconditioned master cylinder, braided hoses

#### WHEELS & TYRES

6.5x15-inch Compomotive TH, carbon-skinned and lacquered centre caps, black anodised wheel nuts, stud conversion, 5mm spacers, Yokohama Parada Spec 2 195/50/15 tyres

#### EXTERIOR

Full bare-metal respray in Radiant Red, new body panels (floors, inner and outer wings, back panel, inner rear quarter panels, slam panel, front panel), shell zinc-primed, etch-primed, stone-chipped and colour-coded using Glasurit paint, new Carello chrome headlights, new smoked rear light clusters, new 'light blue' Ford badges, carbon-skinned and lacquered fuel cap and door handles, Aerocatches, Frenzy Performance satin black sun strip

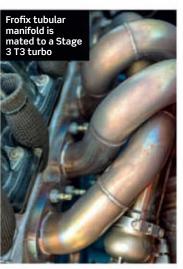
#### INTERIOR

Original RS Turbo upholstery, twin-tone flocked dashboard, custom centre pod, Gizzmo boost controller, AEM air/fuel ratio gauge, Stack battery voltage and oil pressure gauge, GReddy turbo timer, OMP Corsica 330mm suede-finish steering wheel, flocked centre console with custom switch panel, start button, carbon-skinned and lacquered dash binnacle, shift light, Samsung Tab2 tablet connected to glovebox-mounted ECU, Ripspeed head unit, dashmounted fire extinguisher, custom build plaques, new head lining, flocked parcel shelf, new boot carpet, powdercoated washer bottle mounted in boot

#### THANKS

My dad and grandad for sharing their knowledge (and for their patience throughout the build), my nan for letting use her land to build the car, Sian for putting up with the late nights (and for her regular help with the project), my mum for washing and cleaning the interior, Terry at Porsche Curves for the paintwork, Karl at Frenzy Performance for the ECU install, G19 Engineering for the fabrication, Rob at Boostmonkeys for technical help with the ECU, C6 Carbon for the carbonfibre goodies, and to Colchester Fuel Injection for letting me use company equipment for parts cleaning.















lids might not improve this magnificent Mk4's performance on the rollers, but they certainly look the part!

Surprisingly, Daryl has left his car's factory transmission in place, albeit with refreshed internals and an AP Racing organic clutch. "I was considering the merits of a sequential gearbox, but a friend of mine has been punishing his RS Turbo's standard gearset with a solid 380bhp. His car has yet to suffer mechanical failure, leading me to the conclusion that my own Escort's 'box should remain unaffected by the demands of the sudden increase in performance that I've thrown at it. I've added the AP clutch for good measure, and I also invested in a lightened flywheel, Vibra Technics mounts and a B&M short shifter at the same time," he says.

Powering through the rebuilt manual gearbox at speed is an absolute pleasure, due in no small part to the ridiculously clean surroundings of the car's interior. Restored factory upholstery is joined by a sea of flocked furniture including a twin-tone dashboard equipped with aftermarket gauges, and a centre console housing a custom switch panel. A Samsung tablet displays data sent by the glovebox-mounted ECU, while a boost controller and a dash-mounted fire extinguisher bring peace of mind whenever Daryl is giving it some welly on the nation's highways.

Now it's finally on the road, just like the PassionFord project threads that encouraged the build of this unbelievably clean Escort, we're sure that Daryl's efforts will now inspire others to begin the restoration and modification of their very own fast Fords. Watch this space...





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DRIVEN

## FIESTA ZETEC S RED/BLACK EDITION

## WE JUMP BEHIND THE WHEEL OF THE HIGHLY-ACCLAIMED 1.0-LITRE FIESTA TO SEE WHAT ALL THE FUSS IS ABOUT...

measly 1.0-litre? In a 'fast' Fiesta? Surely that's not right? I mean, how much fun can a tiny three-cylinder engine really be? Well, the answer to that is "massive amounts of fun!"

You see, the Fiesta Zetec S may be fitted with a puny 1.0-litre engine, but it's the award-winning EcoBoost engine. And unlike lesser models with their 100PS and 125PS variations, the motor in the Red and Black Editions kicks out a mighty 140PS! That's more punch on a litre-for-litre basis than a

Bugatti Veyron!

And that's exactly the model we've been putting to the test this month; the Fiesta Zetec S 'Black'. To stand out from the rest of the lineup the Red and Black Editions feature sporty front and rear bumpers, side skirts, and gloss black 17-inch alloys. The highly contrasting colour schemes are designed to be bold and distinctive: the Red being finished in Race Red with contrasting black roof, black mirrors, and black detailing to give an understated sporty look, while the Black features bright red roof, mirror caps, and accents

around the front grille to contrast its metallic Panther Black paintwork, giving a slightly bolder appearance.

Inside, the cabin is well-equipped with decent colour-coded seats and most of the gadgets you can expect to find in an ST. The lack of keyless entry, push-button starter, and powerfold mirrors are a little disappointing, but then I suppose it does help keep the costs down and ensures the ZS doesn't tread on the toes of its bigger ST-badged brother too much.

Fire up the highly-acclaimed EcoBoost motor and at first

things may appear a little underwhelming – it's very, very quiet in standard form! Although a decent aftermarket exhaust will soon sort that out I'm sure!

Get out on the road and it comes alive though! Don't get me wrong, it's not a forgiving torque-monster and you do need to treat it for what it is – a small engine car – and give it some revs. But do so and the Fiesta rewards you with a spirited amount of acceleration and soundtrack that resembles the odd-cylinder growl of the Mk2 Focus ST – albeit a muted version. This car definitely

#### **DRIVEN FIESTA ZETEC S RED/BLACK EDITION**









needs an exhaust system to unleash that bark!

The power delivery is very similar to that of the ST, obviously just less powerful. It will pull cleanly and smoothly right the way round to the rev-limiter, which is about 6250rpm. If I had one criticism it would be that it's almost too linear in its power delivery, and you can almost feel it being held back to ensure the driving experience is tame enough for mainstream sales.

If anything, the Red/Black feels like it has been reined as to not embarrass the ST too much. And I'm confident that with just a few choice upgrades one of these could easily rival a standard or even mildy-tuned Fiesta ST!

Big claims I know, but from a car that offers 90% of the fun of an ST, costs bugger-all to run, tax, and insure, and still returns 60mpg-plus when you drive sensibly, you can see where I'm coming from.

I'm not ashamed to say that I think the Fiesta Red/Black is an awesome little car. And I've been so impressed by my time behind the wheel that I've actually just gone and ordered one for myself! It arrives next month. Yikes!



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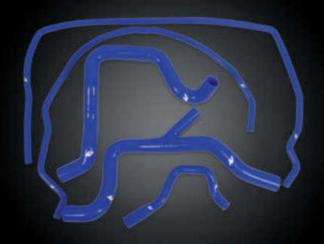
Shown: Ford Focus RS 2.5L Turbo, Manual, 2009-2011. Additional applications available.



#### **SILICONE TURBO HOSES**

- Constructed from four layers of silicone with heat-resistant embedded fibres
- Provide increased pressure tolerance
- Available in an assortment of colours

Shown: Ford Focus RS MK2 Turbo Hoses, 2009-2011. Additional applications available.



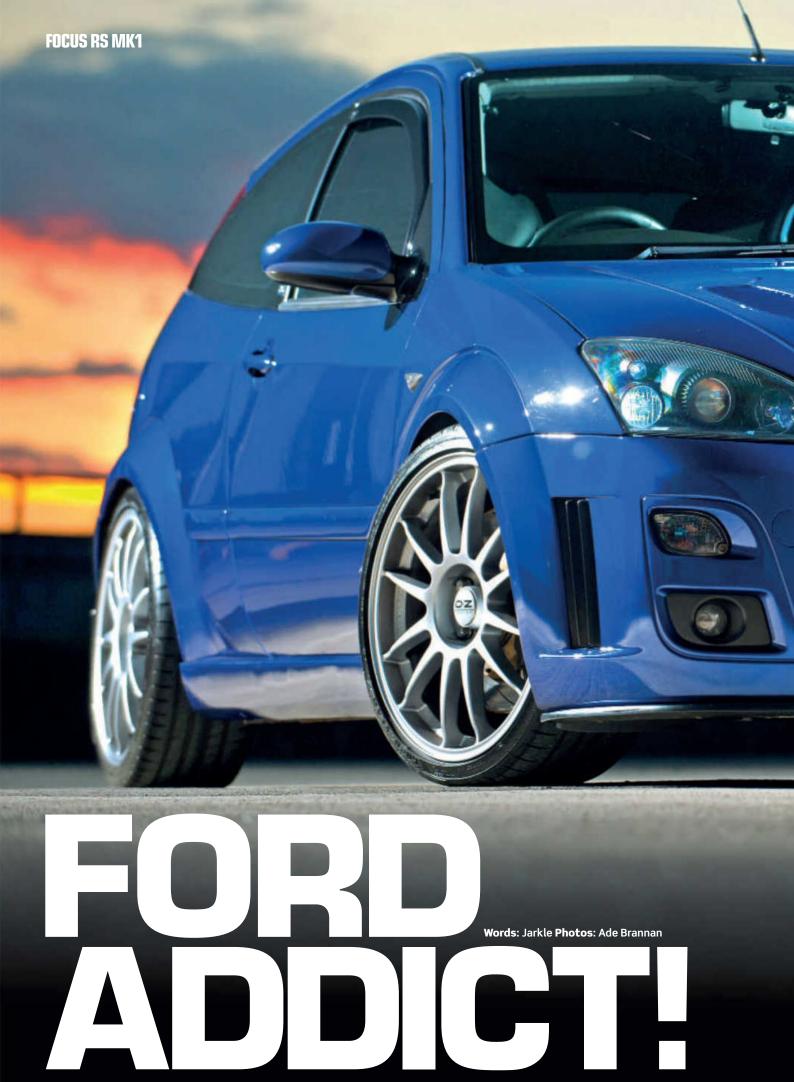
#### SILICONE COOLANT HOSES

- Constructed from four layers of silicone with heat-resistant embedded fibres
- Provide increased pressure tolerance
- Available in an assortment of colours

Shown: Ford Focus RS MK2 Coolant Hoses, 2009-2011. Additional applications available.









### Jamie Cairney's dedication to the mighty Blue Oval means he now pilots this **See See 1** Focus RS on a daily basis!

erhaps it's a mite cheesy to say nowadays, but it's hard to overestimate both the power of the RS brand and the intensely loyal scene that's grown up around it. It's really not much of an exaggeration to say that the RS is a few steps away from being a religion in the UK, an all consuming passion that plays a huge role in the lives of thousands of individuals across

the country. Doing this job we're fortunate enough to encounter plenty of these individuals and one of the things that stands out is that once you're in, you ain't getting out. VXR fans come and go, VW aficionados can be fickle and Honda guys often need little encouragement to move onto pastures new, but the Ford RS faithful are just that – faithful and loyal.

Jamie Cairney is a case in point; he's owned countless Fords over the years and many of them have had that magic two-letter badge on the boot. His last car, a S2 RS Turbo in Imperial Blue, actually graced these very pages way back in 2009 and he only opted to sell up when the need for something to drive on a daily basis arose.

"I'd probably taken it about as far as I could at the time, it

had 218bhp and a load of other bits and pieces...it was a nice example," muses Jamie.

Having to swap his early '90s bruiser for something a little more modern and more capable of handling the rigors of everyday commuting could well have spelled the end for Jamie's fast Ford ownership, but then that's reckoning without the allure of the RS brand and

#### **FOCUS RS MK1**

the astonishing capability of the Mk1 Focus RS. Here we have a car with all the plus points of RS cars of old but mixed with modern systems and good build quality – an RS that you can depend upon to fire up on the coldest of mornings and get you to work in comfort and style.

Jamie started out by hunting out a relatively low mileage example, a good plan of attack seeing as it was going to be pressed into active service right away. The car he bought in 2010 was in good order and even came with a number of key modifications, including those stunning 19in OZ Superleggara alloys, KW suspension and big brake kit. The former have remained a defining feature of this build ever since and it isn't hard to see why; these are a timeless wheel design and a genuine modern classic, and they look every bit as good now as they did at the start of the last decade.

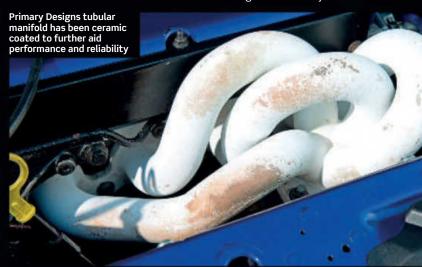
The car was actually pushing out a handy 250bhp when Jamie bought it, certainly a good starting point, but not quite enough

for someone accustomed to the raw performance of an old school RST. A comprehensive tuning programme was thus commenced pretty much right away, Jamie upgrading to a hybrid turbo, sourcing and fitting a Mongoose turbo-back exhaust, a custom intercooler and a suitably uprated fuel system. The result was 289bhp at the wheels and a mightily useable RS. So why do you now spot something altogether more potent when you peek under the Sapphire Cosworth-vented bonnet?

"The power was certainly good and it was a fun daily driver, but I could tell that the hybrid setup was holding back at the upper end of the rev range, plus it was running near its limit so not ideal for reliability."

A Garrett turbo was the obvious answer then, but which one? It would have been all too easy for Jamie to go over the top and plump for a monstrously massive GT35 and doubtless it would've turned the Focus into a true beast, but the resulting car would be just









#### **TECH SPEC**

#### **FOCUS RS MK1**

#### **ENGINE**

1988cc DOHC16v with OE pistons, rods and crank, GT28 with spun housing, Primary Designs ceramic coated tubular Inconel manifold, Forge actuator with blue spring, custom intercooler with powdercoated boost pipes, recirc dump valve, 660cc Siemens injectors, DW65 fuel pump, custom induction pipe relocation kit with Group A filter, Mongoose turbo-back stainless steel exhaust with 4in slash cut tail pipe, Will Pedley breather with Bailey oil separator, Demon Performance oil feed with inline filter, DPC Stage 4 map, GGR alloy header tank with Stant pressure cap, colour coded rocker cover, powdercoated throttle elbow, header tank, lifting eyes, coil pack bracket and plug lead cover, hydraulic bonnet lifters, CPE vent in auto deflector panel, 'Womble' heatshield

#### **POWER**

392bhp 428ft/lbs of torque at 24psi

#### TRANSMISSION

MT75 five-speed with Quaife LSD, AP Racing clutch

#### SUSPENSION

KW V3 height and damping rate adjustable coilovers, fully polybushed

#### **BRAKES**

Front: AP 355mm discs with six-pot calipers, Pagid RS14 pads Goodridge braided lines Rear: OE RS setup

#### WHEELS & TYRES

8x19in OZ Superleggeras with 225/35x19 Goodyear Eagle F1 tyres

#### EXTERIOR

MK1 Focus RS in Imperial Blue, Sapphire Cosworth bonnet vents, satin black finished splitter, foglight surrounds and bumper grilles, colour-coded grille, washer jets and door handles, smoked indicators and side repeaters, LHD fog/reverse light conversion, tinted US spec rear lights, smoothed rear wiper, hybrid Mk1/Mk2 front wipers, Team HEKO wind deflectors

#### **INTERIOR**

Full MK1 RS interior with Blitz boost controller in air vent pod, PLX devices AFR gauge with OBD reader, pillar mounted boost gauge, black leather steering wheel with blue stitching, footwell lighting kit, Mk2 submarine lighting, Kenwood headunit with 7in screen, Kenwood speakers all round

#### **THANKS**

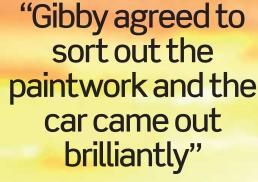
Gibby Spraying Services, Adie at Custom Coatings, and my fiancee for putting up with me and the car!



"The difference between the Garrett and the hybrid is night and day"











#### **DRIVER SPEC**

JAMIE CAIRNEY

Age: 36
Job: HGV driver
First Ford: A 2.0 'twink' Sapphire
that'd been turned into a Cossie rep
– I thought it was brilliant
Favourite Ford: The Mk1 Focus RS
or the Escort Cosworth

too much, too powerful, too compromised and too unruly to be any fun to drive on a daily basis. The GT28 (with spun housing) perched on the Primary Designs ceramic coated tubular manifold is just about perfect, the ideal balance between out and out shove and real world performance.

"I'm happy with how it drives now and the difference between the Garrett and the hybrid is night and day, but fitting the kit was more trick than I imagined," Jamie recalls. "It involved drilling a new oil feed in the back of the block and running a new oil return, plus it took a while to get the whole setup sitting perfectly."

This isn't a build that's solely centered on performance though and Jamie's spent just as much time perfecting the overall look of his RS as he has under the bonnet.

One of the downsides to driving such a unique and recognisable car on a regular basis is jealousy, something that sadly manifested itself in a long, heartbreaking key scratch that ran along most of the passenger side. When he spotted it Jamie was obviously apoplectic with rage, particularly as the culprits had also seen fit to throw eggs all over the car, and resolved to do something about it. The RS was dispatched to a local painter for a fresh coat of Imperial Blue but the car that came back was anything but pristine, with clearly visible runs and no depth.

"There was no way it was going to stay like that! I asked around and ended up getting in touch with Gibby, a guy who's well known in the RS scene," explains Jamie. "He agreed to take it on and the car came out brilliantly, though I shouldn't have been

surprised as this was something like his eighteenth RS paint job!"

It's a similar story when you peek inside, with the interior still largely as Ford intended just with a few choice examples of personalisation and essential additions, most of them associated with the re-worked turbo setup. The Blitz boost controller looks perfectly at home tucked neatly into the air vent, while the black leather wheel with contrasting blue stitching is one of those subtle little tweaks that actually makes a huge difference to the overall look of the interior. Simple, understated and very useable probably sums it up best.

Perhaps the most obvious question we should ask Jamie is, how does it feel to pilot such a ferocious (not to mention iconic) car on a daily basis, and in all seasons and







Boost gauge is neatly mounted in the A-pillar



Boost controller lives in the centre air vent



weathers?
"I've been hugely
impressed with it, actually,"
he grins. "It hasn't let me down
once, has coped with everything
I've asked of it and puts a smile on
my face every time I jump behind
the wheel, so in a sense it really is
the ultimate all-rounder."

It's all too easy to understate what Jamie's achieved here as building a tuned RS Ford for use as a daily drive is anything but simple. As we've already said, it would've been all too easy for him to have gone too far, pushed for those headline power figures, and ultimately been left with something wholly ill-suited to this task. But he hasn't, and instead Jamie can claim to own one of the best all-rounders in the country. Then there's the fact that this car and its all purpose nature ensures that Jamie has no need to abandon the Ford scene that's played such a large role in his life. And with plans already afoot for a similarly equipped Mk2 Focus RS in the very near future it's a situation that (thankfully) shows no sign of changing. M











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#### **MK2 FOCUS RS**

elford resident, Sam Breeze, recalls the cheek-clenching moment that he spun his Mk1 Focus RS sideways into a roundabout. "The car suffered a lot of damage that day!" he confirms, acknowledging the fact that the vast majority of insurers would have labelled the Imperial Blue belter as a write-off. Ouch.

Instead of cashing in his policy, however, our Sam decided to remove his Rallye Sport's salvageable parts before selling them to fellow Blue Oval enthusiasts. "I didn't see the point in repairing the car, and I was sure that flogging its engine and model-specific trim would raise more cash than could be generated by accepting the offer that I was likely to be presented with by my insurance company," he reasons.

That may have been the case, but any RS enthusiast without a fast Ford to ferry them about knows that it is only a matter of time until he or she starts eyeballing automotive classifieds in the hope of discovering their next four-wheeled friend. This was certainly true of Sam, and it didn't take long for him to be back behind the wheel of a Mk1 FRS.

"The owner of Crewe's
Demon Performance Centre,
Pete Williams, let it be known
that he was prepared to sell
his track-ready RS for the right
price. I was already familiar with
the car due to its starring role in
an earlier edition of Fast Ford.
The opportunity to buy
a readymade modified
Mk1 appealed to me, and





# AB O LIFE FROM THE BLUE





#### **DRIVER SPEC**

SAM BREEZE

Job: I'm a carpet maintenance engineer First Ford: A Mk5 Fiesta Zetec S replica Favourite Ford: Escort Cosworth

Monte Carlo

Best mod: The sound of that tuned

five-cylinder lump!

What's next: Concentrate on my
350bhp Fiesta ST150 track car







"The sale of the track car would provide a healthy injection of cash that would enable me to seek out a Ford five-pot!"



I was soon on the phone discussing payment terms with Pete," recalls Sam.

A short while later, the Demontweaked car was in Sam's custody. Power upgrades had already been taken care of during time that the Mk1 had spent as Pete's track warrior, leaving Mr Breeze to personalise his new ride with a host of trick styling gear. Carbon-fibre bonnet vents, a flocked dashboard and a custom headlining were just some of the items that were added to the feisty RS. Sam also added a big brake kit, but his burgeoning reputation as a murderer of Mk1s would soon become set in stone following his decision to strip the car and sell it for parts.

"I had a lot of fun with my track oriented Focus, but there was no getting away from the fact that Pete had built it to such a high standard that it made more sense to sell the car in pieces than as a whole," he continues. "I'd made money by shifting my crashed Mk1 in this way, and there seemed to be even more profit to gain by doing the same with its replacement. Besides, I'd been entertaining thoughts of buying a Mk2 Focus RS, and the money raised from the sale of the track car would provide a healthy injection of cash that would enable me to seek out a Ford fivepot!" he smiles.

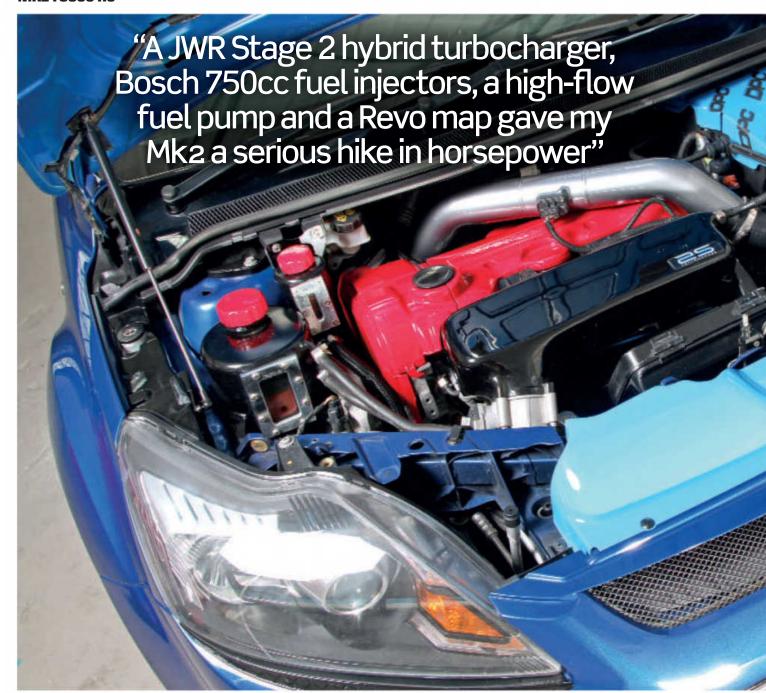
Once again, an already-tuned Ford would provide Sam with power on tap. This time, it came in the form of a 400bhp Performance Blue Mk2 Focus RS sitting on white Compomotive MO6s wrapped in Nankang rubber. The car was equipped with a Milltek turbo-back decat non-resonated stainless steel exhaust system, Powerflex bushes, front and rear Whiteline anti-roll bars and KW Variant 3 coilovers, but its under-bonnet area remained largely untouched. Reckoning that he could push his new toy past the 500bhp mark without the need to mess about with its inner engine components, Sam visited Pete at the DPC workshop











to discuss a plan of action. "A JWR Stage 2 hybrid turbocharger, Bosch 750cc fuel injectors, a highflow fuel pump and a Revo map gave my Mk2 a serious hike in horsepower," explains Sam. "Unfortunately, it proved to be too much for the car's factory clutch to cope with, resulting in a distress call to my local breakdown recovery service! Subsequently, an AP Racing organic clutch replaced the knackered OE item, and the car performed without fault thereafter," he adds.

A six month period of driving bliss gave Sam enough time to build up a stockpile of parts that would push his Focus towards its current status as a Stage 5 stunner. A Spec-R enlarged intercooler with matching

boost and crossover pipes, an enlarged throttle body, high-lift camshafts, an AEM water/methanol injection kit, a Forge Motorsport recirculation valve, Spec-R fluid reservoirs, an Auto Specialists inlet plenum and a carbon-fibre induction kit were all installed alongside a Revo Stage 5 map and yet another clutch (a six-paddle Helix). The end result was a whopping 503bhp and an arguably more impressive 537lb per foot of torque!

With the nuts and bolts taken care of, Sam turned his attention towards the appearance of his increasingly fierce Focus. "Truth be told, I wasn't really a fan of the white wheels," he admits. "I'm good friends with another Fast Ford feature car owner, Dhyllan Bhadal, who has recently started his own







## **TECH SPEC**

## **MK2 FOCUS RS**

## **ENGINE**

2.5-litre 20-valve five-cylinder Duratec turbo, Stage 2 camshafts, JWR Stage 2 hybrid turbocharger, Spec-R intercooler and solid boost pipes, Forge Motorsport re-circulating dump valve, JWR 70mm throttle body, Spec-R crossover pipe, Auto Specialists inlet plenum and Stage 2 carbon-fibre induction kit, AEM water/methanol injection system, Milltek turbo-back decat non-resonated stainless steel exhaust system, Revo Stage 5 Loba 500+ map, Bosch 750cc fuel injectors, JWR high-flow fuel pump, Auto Specialists billet dipstick and washer bottle cap, Spec-R fluid reservoirs

## POWER

503bhp, 537lb/ft torque

## TRANSMISSION

Factory gearbox, Helix six-paddle clutch, single mass flywheel

## SUSPENSION

KW V3 coilovers, front and rear Whiteline anti-roll bars, Powerflex polybushes throughout

## **BRAKES**

AP Racing six-piston front calipers with Reyland 362mm J-hook discs and Pagid RS-29 pads, factory rear calipers with Ferodo DS2500 pads, Goodridge braided hoses

## WHEELS & TYRES

9x18-inch Compomotive MO6 wheels painted Jaguar French Racing Blue, Nankang NS-2R 255/35R18 tyres

## EXTERIOR

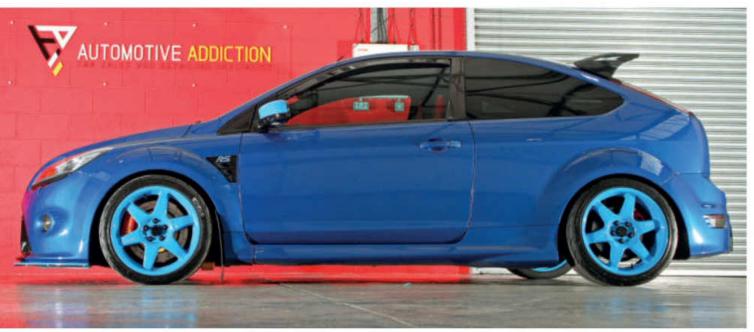
Full Performance Blue paint correction, plastic trim painted gloss black, Triple-R front splitter, Streamline carbon-fibre trim (bonnet lip, bonnet vents, fog lamp surrounds, B-pillars), Auto Specialists bonnet lifter kit, Team HEKO wind deflectors, Euro-style rear fog light

## INTERIOR

Re-trimmed half leather seats, Streamline carbon-fibre seat base trims and gear knob, carbon-fibre steering wheel trims, full blue LED light conversion

## THANKS

Pete at Demon Performance Centre for his specialist tuning and car maintenance services, and to Dhyllan at Automotive Addiction for his impeccable workmanship (and for giving up his unit on the day of the photo shoot!)



## **MK2 FOCUS RS**





high-end car care and sales business. I left my RS in his custody with an instruction to paint the wheels in a shade of baby blue. Dhyllan suggested Jaguar French Racing Blue, and the Comps, door mirror cases, intercooler scoop and various engine plastics were coated in a lick of the gorgeous hue following my approval," he beams.

The Jag shade wasn't the first accent colour to appear on this fantastic Ford. Indeed, Sam had already decorated various pieces of trim with a splash of bright yellow; painted intercooler graphics and AP Racing six-piston brake calipers with enhanced lettering are clearly visible from the outside of the car, while a gear knob insert, Recaro lower seat panels and a custom steering wheel badge jazzed up with yellow detailing can be viewed when stepping inside the cockpit.

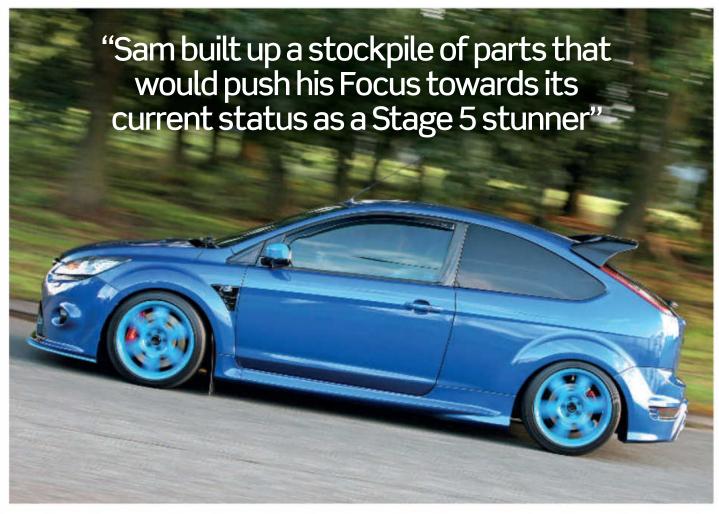
Talking of which, it's here that re-trimmed half leather upholstery and a variety of Streamline carbon-fibre parts find themselves. "I added carbon seat base trims and various matching dress-up parts before upgrading the car's interior lighting with blue LEDs," explains Sam.

Job done? Not quite. "I was surprised to find my RS stuck in limp mode when attempting



to leave Dyhllan's unit after the wheel work had been carried out. The car's battery was in good health, meaning that there hadn't been a loss of power while it had been stood waiting for its refreshed rims. Left scratching my head, I called Pete for assistance," sighs Sam.

Pete concluded that the car's ECU had inexplicably dumped its map. Fortunately, he was able to recover the missing software from his in-house data store, and Sam was once again able to put the pedal to the metal as he explored the immense power being produced by his stunning Focus. "I love the car, but it's high time that I turned my attention to the Mk6 Fiesta ST track monster that I'm supposed to be building!" he laughs (suggesting a supercharger is in store for the lightweight Fez). And before you assume that Sam's powerful Mk2 Focus RS is going to be subjected to the same treatment as its predecessors, you can rest assured that this is one Blue Oval that won't be stripped and sold in pieces to finance the build of another. Phew!





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23rd Feb	Outton Park	£109
27th Feb	Snetterton 300	£109
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## **TECH SPEC**

## MK3 FOCUS ST

## **ENGINE**

2-litre EcoBoost, Steeda rear engine mount, Revo induction kit,
Pumaspeed R-Sport Stage 2
front-mounted intercooler, Forge
Motorsport recirculation valve,
Pumaspeed symposer deletion kit,
Dreamscience 3-inch cat-back
stainless steel exhaust system and
bypass pipe, Denso ITV22 Iridium
spark plugs, Stratified Automotive
Controls flash tune, engine plastics
painted gloss black and/or spirit blue

## **POWER**

290bhp, 390lb/ft torque (estimated)

## TRANSMISSION

Factory six-speed manual gearbox, Steeda short shift kit

## SUSPENSION

BC Racing adjustable coilovers

## **BRAKES**

Factory braking system

## WHEELS & TYRES

8.5x18-inch Fifteen52 Tarmac wheels painted white, offset ET40, Nankang NS-2R 235/40R18 tyres

## **EXTERIOR**

G-Technic ceramic paint protection over factory Spirit Blue paintwork, USDM front grille, front and rear grilles painted black, Fifteen52 cup spoilers, Climair wind deflectors, rear window wiper deletion, tinted lights, Osram blue indicator bulbs, Inspired Automotive 'Team Inspired' graphics

## INTERIOR

Factory full leather Recaro seats, COBB Tuning Accessport ECU calibration kit, Steeda gear knob, factory ICE

## **THANKS**

Mitch Hawksby at Inspired Automotive for the outstanding detailing work and top quality cleaning products, and thanks to Danny and Simon at Pumaspeed for all their help with parts for the car.



## "It's nice to know the power is there when I need it"

ST before my missus fell pregnant," he tells us. "The subsequent pitter-patter of tiny feet meant that I needed to sell the Fez in favour of a family-friendly car, but it was important to find a motor that would also satisfy my desire to own a fast Ford. The Mk3 Focus ST ticked all the right boxes," he says.

Jamie's love of Fords stems from exposure to his brother-in-law's Mk6 Fiesta ST a few years back. "I was driving a VW Polo at the time, and I don't mind admitting to you that Fords hadn't really registered on my radar until I met with family and friends at Fiesta In The Park. The Mk7 Fiesta had only just been launched, but I was immediately smitten with an example that I saw at the show. A few days later, I placed an order for a 1.2-litre Zetec," he recalls.

A Zetec S body kit, bigger wheels and lowering springs were quickly applied to the new arrival, but its 1.2-litre lump did little to satisfy Jamie's lead foot. Nevertheless, two years of hassle-free driving enabled him to build up enough no-claims discount with his insurer to be able to take the plunge and buy an ST in May 2013.

Another fine specimen of a Mk7 Fiesta straight off of the factory production line, the ST was promptly treated to Stage 2 hardware and a custom map, but the later need for a five-door vehicle that would enable ease of access to a soon-to-be-purchased child seat (not to mention a need for an increase in luggage load capacity) saw Jamie briefly consider the merits of mundane machinery outside of the Ford stable.

"I toyed with the idea of buying a BMW 320d, but they're just so utterly boring!" he laughs. "Dismissing German metal, I decided to take





a wander down to the Ford dealership that had supplied me with both of my Mk7 Fiestas. A day before my visit, the showroom manager had taken delivery of a Spirit Blue Mk3 Focus ST. I was bowled over by how good the car looked, and I'm pleased to say that the turbocharged, two-litre stunner was in my possession less than a week later!" he grins.

Following in the footsteps of the STs that came before it, Jamie's factory fresh Focus was equipped with aftermarket gear as soon as it was parked up on the West Yorkshire driveway that it currently calls home. A K&N panel filter, a Triple R front splitter, H&R lowering springs and wheel spacers were the first items to find themselves being bolted into place, although the latter failed to

compensate for what Jamie saw as uninspiring wheels. Reasoning that the only way to remedy the situation was to buy a hot set of rims, he shelled out for Team Dynamics Pro Race 1.2s.

"The 1.2s looked great, yet they made the car look as though it was propped up on stilts!" he remembers. "It was with that in mind that I purchased BC Racing adjustable coilovers. The new suspension enabled me to wind my ST down to a ride height that I was happy with, and I celebrated by continuing with more in the way of exterior styling updates," he says.

Fifteen52 cup spoilers for the Mk3's front bumper followed, but the Triple R part had to go. "I'd lowered the car to such an extent that even the slightest of raised kerbs damaged the splitter!"

chuckles Jamie. In contrast, Lady Luck had good fortune to bestow upon him when it transpired that he'd won a Revo induction kit in a recently entered competition. Remaining beneath the bonnet of the car to this day (and acting as the catalyst for more engine upgrades), the Revo gear is joined by a Pumaspeed R-Sport Stage 2 intercooler, a Forge Motorsport recirculation valve, a Dreamscience three-inch cat-back stainless steel exhaust system, Denso Iridium spark plugs and a Stratified Automotive Controls map that has given the car's EcoBoost lump a lift in power to the tune of an estimated 290bhp with an accompanying 390lb per foot of torque.

"I bought the Dreamscience exhaust during time spent at Ford



## **DRIVER SPEC**

JAMIE ROBB

Age: 21 Job: Senior clinical support worker First Ford: A Mk7 Fiesta Zetec Favourite Ford: Mk2 Focus RS Best mod: The Fifteen52 cup spoilers

What's next: Exhaust modifications and a new map











Fair in the summer. I enjoyed exhibiting my Focus at the show, not least of all because I'd replaced the Team Dynamics wheels with Fifteen52 Tarmac eighteen inchers the night before the trip to Silverstone," continues Jamie. The white five-spokes look fantastic set against his ST's shimmering blue paintwork, although credit for its spotless presentation is attributed to Mitch Hawksby of Wakefield-based car care outfit, Inspired Automotive.

"Mitch is responsible for keeping my motor in tip-top cosmetic order. His love of Fords means that my pride and joy is in the best possible hands when it comes to detailing, and he has supplied me with many of his company's excellent cleaning products in the hope that I can keep on top of the dirt and dust that accumulates as a result of the Mk3 being used as my daily driver," Jamie confirms.

A USDM grille, wind deflectors and tinted lights also enhance the appearance of the this fantastic Focus, as do painted engine bay plastics and a tidy interior that features a COBB Tuning ECU calibration device and a Steeda short shift kit. Claimed to offer a 44% reduction in shift throw, the Steeda setup certainly points towards Jamie's enthusiasm for driving hard and fast. "I have to be mindful of the fact that I now have an infant sitting in the back of the car, but it's nice to know that the power is there when I need it!" he says.

Looking at the finished article, it would be easy enough to for anyone to think that Jamie's car was worthy of an RS badge. The fact that it's an ST with bags of style and power goes to show that distance between the two marques is getting ever narrower, resulting in a brilliantly vibrant Ford scene full of exciting motors. And long may it stay that way!



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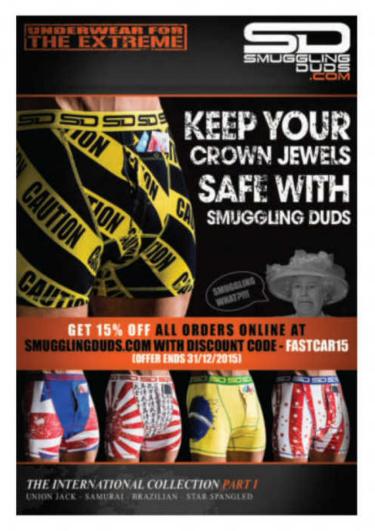


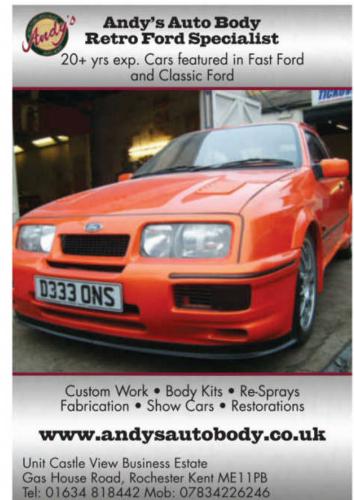














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With such an illustrious history in rallying it's no surprise that the mighty Blue Oval dominated Rally Day, so naturally we were there to join in the fun too...

ast Fords have dominated all manner of motorsport disciplines over the years but the one arena the Blue Oval will be forever linked with is the world of rallying. And this relationship has produced some of the truly great Blue Ovals that we all know and love today. Cars like the Escort RS1800, the RS200, and the Escort Cosworth would have never been built if it wasn't for Ford's love of going rallying.

With that in mind, it's little wonder that Rally Day - an event celebrating all things WRC – was packed to bursting with fast Fords. The mighty Blue Oval took over the entire site, with the huge selection of displays simply dwarfing all

offerings from other marques.

And, of course, fast Fords dominated proceedings on track too. Naturally Mk1 and Mk2 Escorts were plentiful - including one being piloted by 1981 World Rally Champ, Ari Vatanen! – and the live displays also saw action from a selection of genuine WRC machines, including an ex-Carlos Sainz Focus and Elfyn Evans' current Fiesta!

This was the fifteenth Rally Day and it was widely regarded as the best one yet. With so much going on both on and off track, and with so many quality Blue Ovals on display, we have to agree. So if you're in to rallying, or just a fan of fast Fords in general, be sure to stick Rally Day in your diary for next year!









Words: Jamie Photos: Matt Dear, Pawell Borowski





## ARI VATANEN – FORD'S FLYING FINN

Heading a line up of star drivers – including M-Sport's Elfyn Evans – was a true rallying legend; one Mr. Ari Vatanen. Vatanen has a unique link to Ford, being the only privateer driver in the history of the WRC to take the Championship crown outright – a feat he achieved in 1981 when driving the Rothmans Rally Team Escort RS1800. Vatanen started his rallying career

Vatanen started his rallying career back in 1970, debuting in the WRC in 1974 and beating Hannu Mikkola's works Mk1 Escort in the same year. This victory was enough to make Ford's team manager, Stuart Turner, pay attention and take note of the Flying Finn's talents.

Vatanen was offered his first professional drive at the end of 1975 in a Mk2 Escort RS1800 for the RAC rally. Unfortunately he crashed out of the rally, but his efforts had impressed enough to secure a seat in the team for the British Rally Championship for 1976, which he won! Vatanen repeated this achievement again in 1980, again behind the wheel of an Escort RS1800.

behind the wheel of an Escort RS1800.

Between 1977 and 1980 Vatanen
also competed in several rounds of
the World Rally Championship, initially
for the factory Ford team but later
for the Rothmans Rally Team – which
he won in 1981 to become the only
privateer driver ever to take win the
championship.

championship.

During the following few years
Vatanen drove for Opel, Peugeot,
Mitsubishi, and Subaru – aside from
a brief fling in a Texaco-liveried Sierra
Cosworth in 1987, in which he came
second in Rally Finland! – before
returning to the wheel of a Blue Oval
in 1994, where he piloted the mighty
Escort Cosworth, initially for a privateer
team but later drafted in to the works
team to replace an injured Francois
Delecour. Vatanen's best results in
the Cosworth were a third place in
Argentina in 1994 and another podium
finish in the Safari Rally in 1998.

Vatanen's long and exciting career
as a competitive wheelman was

Vatanen's long and exciting career as a competitive wheelman was drawing to a close at the turn of the century, and the Flying Finn will always be remembered as a true fast Ford hero. But while his time as a rally driver may have been coming to an end, Vatanen's career in politics was just about to start. But that's another chapter for another day...









# The M-Sport Edition Fiesta ST is packed full of upgrades from the team's rallying partners













## M-SPORT EDITION FIESTA ST

M-sport always has a huge presence at Rally Day, and this year was no exception. As well as a huge trade stand offering the latest M-Sport branded goodies, current WRC driver Elfyn Evans, and a selection of various rally-ready Fiestas (including the latest WRC Fiesta!) M-sport also exhibited two of their new ventures into roadgoing Fords: the M-Sport Transit Sport Van, and the all-new M-Sport

Edition Fiesta ST.
The Fiesta is M-Sport's first road car project and the ethos behind the car is clear; to produce a driverfocused Fiesta that builds upon the ST's already excellent credentials -

As such the M-Sport Edition is packed full of various upgrades from the team's rallying partners to create a proper hot-hatch.

Standard kit includes a mountune MP215 upgrade, so there's no fear of upsetting the factory warranty, and the ST's six-speed gearbox has been kitted out with a Quaife ATB limited-slip differential unit. Inside you're greeted with a plush Nappa leather and Alcantara steering wheel and carbon fibre gearknob, while the M-Sport logo found embroidered on the seats and across the dash dials, along with the unique build number inset into the bottom of the steering wheel let you know your are driving a truly special edition.

On the outside the custom M-Sport graphics package will get you noticed, but it's perhaps the more subtle upgrades such as the unique gloss black rear spoiler and the 7x17-inch matt graphite OZ Superturismo alloys that really set the M-Sport Edition apart from other STs.

Furthermore, a full 'Handling Pack' upgrade using Bilstein dampers and Eibach springs, an 'Accoustic Pack' comprising M-Sport high-flow induction kit with Pipercross foam filter and a custom rear exhaust silencer featuring twin tailpipes (complete with M-Sport logo), and a complete brake upgrade using Alcon calipers, 332mm discs, and Goodridge brake lines are all going to be available as 'optional extras' for customers to choose from .

The M-Sport Edition Fiesta ST was still in its development stages at Rally Day but by the time you read this the final version should be on sale and available to buy, with prices starting at £21,600. And we're test-driving it in the next issue (on sale Dec 24th)!

Fiesta ST, 1.6-litre EcoBoost, mountune MP215 software upgrade, M-sport induction kit (optional), custom rear exhaust silencer (optional), IB6 six-speed gearbox, Quaife ATB, 'Handling Pack' comprising Bilstein mono tube dampers and Eibach Pro lowering springs (optional), 11mm track width increase, custom seat covers with M-Sport logo, custom leather and Alcantara steering wheel featuring unique build number, 7x17-inch OZ Superturismo alloys in matt graphite, M-Sport unique rear spoiler, M-Sport graphics package. Power: 215PS, 320Nm



## RALLY DAY





## **FORD CLUBS**

Rally Day is a show that attracts a multitude of car clubs but it was clear that one marque monopolised the club displays; the mighty Blue Oval of course! With owners' clubs, regional groups, forum members, and social media gatherings all putting on awesome showings the mighty Ford was easily the best represented of all manufacturers. The displays were as varied as they were spectacular, with old school Escorts sitting alongside the latest STs, with everything else in between too – including a fair few Fast Ford ex-feature cars thrown into the mix as well!





























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SEE MORE GO FASTER GO SAFER.



# BALANCING

Will Radford's desire to balance fuel economy with performance has resulted in the creation of this stunning Mondeo ST TDCi...

ord of Europe has
something of a reputation
for turning out beltinglypowerful mid-sized
saloons, from the early days of the
mighty Lotus Cortina in the '60s,
through the various sporty Escorts
of the '70s, up to the infamous
Sapphire Cosworth of the '80s.

All true performance icons and quite capable of giving contemporary supercar offerings from Italy and Germany a damn good hiding, a fast Ford re-defined what a sporty saloon could do, and whetted the British public's appetite for more of the same.

By the time the mid '00s came around Ford, and many other manufacturers, had seen their focus (no pun intended) switch from saloons to hot hatchbacks but there were still plenty of people who longed for an executive express over a nimble three-door.



And that's where the Mondeo ST came in. While the Mondeo might not have been draped in motorsport success like its predecessors, there's little doubt that they went down a treat. The third generation Mondeo saw Ford diversify and offer a choice of engine options; the ripsnorting, fuel-guzzling V6, and the more subtle (but still powerful) 2.2 ST TDCi. Granted, the 153bhp it generated wasn't exactly earth shaking but it did a good job of raising the profile of performance diesels and, and here's the best bit, could be tuned to make far more impressive numbers...

more impressive numbers...
The car you see here is owned by Will Radford and is, as you've probably clocked, an ST TDCi. Like most, Will bought this car partly with his head and partly with his heart; performance was an important consideration at the time, but so was fuel



economy and space. Throw in the fact that Will was determined to build himself a Ford that would stand out from the crowd and the reason for him choosing the TDCi becomes clear.

"I needed to be able use it to commute without it bankrupting me, and I wanted it to be the base of something a bit different and out of the ordinary. Achieving that is getting harder and harder to do nowadays," Will explains.

This car is actually Will's second TDCi, with his first, complete with a whole host of modifications, sadly being written off partway through 2013. Evidently not one to hang around, Will wasted no time in sourcing and buying an identical replacement, then built himself a custom exhaust system, ditched the OE induction for something a little more free-flowing and took the car to a local tuner for a custom remap. The results were both spectacular and crushingly disappointing.

"The drive back home was just brilliant – it was pulling so well and felt really powerful," recalls Will. "I got home and was pretty damn pleased, until I started it the next morning, drove a handful of miles and the turbo blew up."

Dodgy mapping aside, Will's taste for performance diesel motoring had evidently been piqued, and he wasted no time in both replacing the turbo and having the car re-mapped, this time to great (and longer lasting) effect. The EGR valve was sealed off, some solid boost pipes slotted into place and the dual mass flywheel was ditched in favour of a much more reliable, and slightly more agricultural, solid one from a Transit, and the resulting 220bhp and 450lb/ft of torque proved enough to propel the Mondeo along at an impressive rate of knots, and all while being able to return 60mpg!

Sadly not everything was right with Will's Mondeo and a number of niggling faults soon began to make their presence felt. A pair of gearboxes failed in quick succession, the first in truly spectacular fashion when it opted to chuck its internals through the casing, and a factory diff also decided it'd had quite enough of functioning correctly. No doubt these issues were frustrating in the extreme but they were nothing compared to the problems that resulted from Will's dedication to running a Mk3 Mondeo at a truly ant-worrying ride height. ("I have to be careful when changing motorway lanes, it bottoms out on cat's eyes!") His first set of AP coilovers had to be swapped for BC Racing ones

instead, as the former's damper bodies proved too long to use this low and kept bottoming out.

"The BC Racing coilovers with custom height springs enabled me to get it much lower, but I was only truly satisfied when we decided to raise the engine and transmission assembly by 30mm."

Now that's a drastic step in anyone's book, and one that involved the machining of custom mounts and resulted in more than its fair share of issues. The change in altitude caused the driveshafts to be thrown out of alignment and resulted in Will going through them at a truly terrifying rate;

"The change in angle caused the CV joints to disintegrate really quickly...I think I went through nine on the driver's side alone. At one point I was carrying a spare shaft and the tools to carry out the work at all times!"

The fault was eventually rectified by some careful realignment but it did create



## DRIVER SPEC

## WILL RADFORD

**Age**: 22

Job: Euro Car Parts staff
Favourite Ford: Sierra Cosworth
Best part of the build: The attention
it got on a daily basis, it isn't exactly
the type of car you expect to see
'done' like this.

Worst part of the build: The damage incurred from running so low...I went through four bumpers.

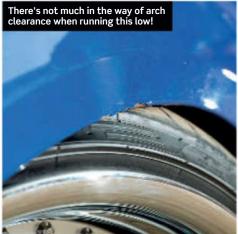
















## "220bhp and 450lb/ft propels this ST at an impressive rate of knots"

another issue of its own

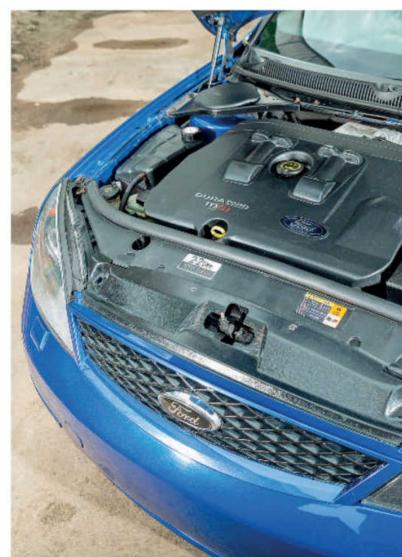
– the swift failure of the
gearbox mount.

This is a build that's been about far more than lowered suspension and diesel tuning though, with Will making sure to carefully tackle the Mondeo's interior and exterior in order to stand from other Mk3s that still roam the UK's road network. It's easy to forget just how well proportioned and well designed these cars are and doubtless we'll look back on them fondly when they're a rare sight, so Will was careful to work with what Ford gave him. No tacky bodykits, no nasty plastic vents, just badge deleting, bodywork smoothing and the extensive arch rolling and pulling needed to fit those achingly gorgeous wheels.

"I flared the arches, sorted the paint, and that gave me just enough clearance to run the Judd alloys without them catching, but in doing so I'd also created a gap between the arches and the bumpers," recalls Will. "I ended up getting new mounts made up to re-site the bumper and close the gap."

It's a similar story inside; Will's worked with OE parts to create a seriously plush Mondeo, with acres of red leather robbed from a late ST220. No it's not extreme and it won't be to everyone's taste, but there's no denying it's well suited to the styling applied to the rest of the car.

Now there comes a point in the progress of most projects when you have to face a tough choice; call it a day and move onto something bigger and better, or strip it back and re-invent. Will's opted to go for the former since this feature was shot, meaning that the tale of this Mk3 is well and truly over. Don't be too upset though; Will's proud of his creation and the amount of work he invested in it, and we've no doubt that the skills he honed in its creation will be well employed in his next project - hopefully one with a Blue Oval on the front.







## TECH SPEC

## MONDEO ST TDCI

## **ENGINE**

2198cc Duratorque DOHC 16v, 86x94.6mm bore x stroke, common rail direct diesel injection, custom stainless steel exhaust system with de-cat, large front mounted intercooler, Forge boost pipes, Pipercross panel filter, custom remap, engine raised 30mm

## POWER

220bhp and 450lb/ft

## TRANSMISSION

OE Ford gearbox and driveshafts, Transit flywheel

## SUSPENSION

BC Racing coilovers, adjustable top mounts, polybushed front and rear sub-frames

## BRAKES

Front: Focus ST front calipers with grooved Brembo discs, EBC Red Stuff pads, braided lines Rear: Rebuilt OE setup, aftermarket pads, braided lines

## WHEELS & TYRES

9x18-inch Judd alloys with staggered fitment and custom offset, Nankang NS2 2015/35x18 tyres

## EXTERIOR

Mk3 Mondeo STTDCi in Performance Blue, smoothed front bumper, rolled and flared arches all round, front and rear bumpers pulled to meet arches, 'black eye' headlights

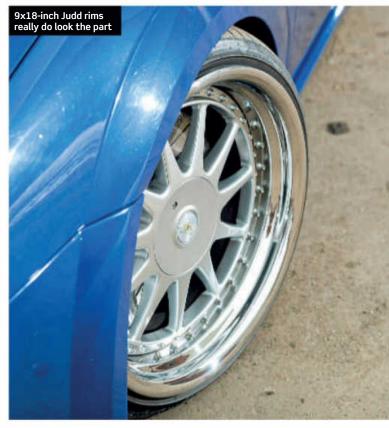
## INTERIOR

Full red leather interior, including Recaro front seats and door cards, boost gauge

## THANKS

Tom Odonell, Danny Baker, George Fowler, Elliot Whittaker, and Oli Graves for all their help and support











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DAN SIERRA COSWORTH



**JAMIE MONDEO ST220** 



**SIMON FIESTA MK6** 









The front panel bolts to the inner wings with nuts welded to the lip behind the headlight bowls

**WENNY/MK3 ESCORT** 

## FULL FRONTAL

The Mk3's front end is now quick-release...



Last month the rebuild reached a milestone – all the twisted and rotten metal was finally cut out and it was time for the fresh steel to start going back

on. We'd already replaced the chassis legs and inner wings, and trial-fitted the front wings, but this month it was time to look at doing something a bit different. I wanted to make the entire front end a bolt-on jobbie, so we looked at ways of achieving this.

As the Sierra inner wings need modifying anyway in order fit the Escort outer wings, we decided to spot-weld a lip along the wing rails. This fits neatly under the Escort wings and provides a lip for us to bolt through when fixing the outer wings.

The back edge of the wing is also now bolted to tabs we've added on the sill and A-pillar.

At the front, the entire front

panel has also been made so that it can be easily bolted on or off. We've added encapsulated nuts behind the headlight bowls on the inner wings, which the front panel can now bolt to. The slam panel is now bolted to the lip on the recently-installed wing rails, and the lower valance is bolted directly to the lower parts of the wings themselves. This means that both wings and the front panel can be quickly and easily removed by simply undoing a handful of bolts.

While we were at it we also decided to make the doors quick-release too. Previously getting to the nuts that held the hinge in place was a real pain because the rollcage was in the way. So now the hinges have been welded to the A-pillar, and an encapsulated nut added so that we can quickly bolt the door in place rather than using the standard pins.

Next up we'll look at fabricating a removable front crossmember and generally tidying up the engine bay and transmission tunnel too.





**ADE SAPPHIRE COSWORTH** 



**MOTORBASE FOCUS BTCC** 



**WENNY ESCORT MK3** 

## **THIS MONTH**

WENNY'S ESCORT ...... P64 MOTORBASE'S BTCC FOCUSES ...... P65 ADE'S SAPH COS ...... P66 DAN'S SEIRRA COS ...... P67









MOTORBASE / FOCUS BTCC

## NEW ARRIVAL!

2013 Championship winner, Andrew Jordan, joins the Motorbase crew... Photos: Jakob Ebrey



The BTCC season may have finished but don't think we've got time to sit around doing nothing! Far from it – preparations for next year's Championship challenge are already well under way.

Before we could start tearing the cars apart ready to fit the winter upgrades, we had a young driver test

to attend. This is a Dunlop initiative, where the winner and runner-up from the fiercely competitive Clio Cup are rewarded with a test in our Focus racecar. This year saw Ashley Sutton and Ash Hand get their first taste behind the wheel of a BTCC car at a very wet Snetterton. Mat Jackson was on hand to give the youngsters tips and advice – himself a former frontrunner in the Clio Cup. Who knows, maybe one of these two will be a future Motorbase driver, or even BTCC Champion.

Speaking of Motorbase drivers and BTCC Champions, we also have

another, very exciting, piece of news to announce – 2013
BTCC winner Andrew Jordan will be joining the team for 2016!
The Red Bull athelete will be bringing long-term sponsors Pirtek along too, so one of our cars will be sporting the eye-catching blue, yellow, and red livery next year!

Having Andrew join strengthens the team, and shows our intentions for the 2016 season – we're going out to win the Championship! Considering we amassed an impressive seven Independent race wins, four outright race wins, and a further four podium



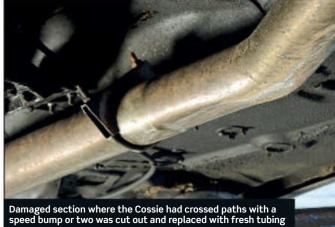
finishes from just four race meetings at the end of the 2015 season, we think

we can be serious challengers for the crown in 2016. And clearly Andrew thinks the same, which is why he's agreed to pilot the Focus next year.

We're all very busy behind the scenes and have some extensive suspension upgrades we plan to make over the winter break, but next month we hope to have a sneak preview of what the Focus will look like in its 2016 Pirtek colours!









ADE/SAPH COSSIE

## **EXHAUSTED**

SPEC MSD live map ■ Wasted Spark, closed loop L8 & grey injectors ■ Autodynamix loom ■ T38 turbo
■ Gizzmo electronic boost controller ■ Gaz Gold Coilovers ■ Welded diff ■ Irmler Racing Wheels

## Now the Cossie is up and running Ade gets the ridiculously loud exhaust replaced with something more suitable....



With the Cossie sorted out with a new loom by Auto Dynamix I made my way back home to Glasgow from Torquay. Everything was good apart from

one thing; the four-figure mileage I'd racked up had left my head thumping and ears bleeding! Yes I do genuinely love a loud hooligan-mobile, but the 3-inch straight through exhaust system which has previously had its centre box removed was just deafening on long trips!

It's one thing owning a car like this which only sees the occasional blast, but on the types of motorway journeys I often do means it's just masochism to deal with that kind of drone at cruising speeds! Also if the car has any chance of getting back on track in the future the 100Db-plus racket it produced needed to be significantly reduced.

Over the past decade, or maybe more, I've taken nearly every car I've owned to one man – Simon Harkness, who runs the aptly-named Simon's Custom Exhausts in East Kilbride. The business name might be basic, but the service you get is anything

but. Simon takes exhaust building to what seems like OCD levels without breaking sweat. All of his systems are built on the car, with no mail order chances being taken, so fit is typically perfect. I've had many of his full stainless systems (with their reassuring lifetime warranties), but the Cossie really just needed an extra box fitted, and this was no problem.

Up on the ramp it was discovered that the unknown stainless system the car had fitted was quite clearly the victim of many a scrape and bash at its lowest point near the downpipe. So much so that it was almost a third smaller than it should be due to a flattened base, not ideal for ultimate flow and outright performance!

This bad area was cut out, along with the bodged pipe that replaced the original centre box. A quality large box with an additional shallow twist inside to further dampen sound (but not restrict flow) was chosen, and the routing of the pipe investigated. It turned out that the whole system could actually sit slightly higher than the unknown original manufacturer intended. Some clever angling of the components means the exhaust will no longer catch on things like speedbumps, instead a slight scuff will be the worst-case scenario which

is far less likely to cause any damage. With the system all assembled the Cossie was fired up. Thankfully it had lost none of its characterful note, but it did seem a touch quieter on idle. The real difference though was out on the open road. I could actually hear my passenger, music and my own thoughts! A 70mph cruise was no longer a physical assault. Mission accomplished, big thanks to the exhaust guru Simon!

## **THANKS**

**Simon's Custom Exhausts** www.simonscustomexhausts.co.uk 01355 276507













## DAN/SIERRA COSSIE

## ON TRACK

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers

- RS500-style splitter Comp MOs Hose Technik hoses
- Powerflex bushes

## Dan gets the Sierra's wheel alignment sorted thanks to some DIY kit...



Call me a tight northerner if you like, but if there's one thing I hate it's spending money on stuff you could easily do yourself, if only

you had the gear.

Wheel alignment is a perfect example. Paying hard-earned cash to have some work-experience monkey say the car's not pulling to the left, it's just 'camber conscious' has been my most recent experience of vehicle tracking checks. Admittedly, that was a Vauxhall at a main dealer, so you'll

probably say I got what I deserved.

Anyhow, when it comes to setting up my Sierra – with its mixture of Gaz coilovers, Powerflex bushes and solid steering mounts – it's fair to say I've been reluctant to take it to the nearest fast-fitting tyre centre.

So when Passion Auto France suggested I tried its Trackace laser alignment tool, it was clearly a no-brainer. The kit is designed specifically for DIY use on almost any car, at home in the garage or driveway, or even for experimenting with different settings during track days. It's reckoned to be accurate to 0.0166 decimal degrees (which I assume to be a synonym for bang on), and costs just £64.92. Well, it's

actually charged in Euros – 90.88 Euros – but it arrived the next day thanks to UK distribution.

In use, well, Trackace is not exactly a no-brainer. There's a bit of setting up and getting your head around its basis in trigonometry (the closest I get to maths these days is watching Rachel Riley doing sums on Countdown) but once you understand how it works - and have tried it a couple of times - the Trackace is relatively straightforward. Even allowing for jacking up the car to make adjustments, using this kit is less time-consuming than visiting a tyre fitting bay.

Better still, having the Trackace so readily to hand means I can now play around with the Sierra's alignment settings. I've set it at neutral for now but I'm told 2mm toe-in is ideal for fast-road use, so I'll see how it feels and make changes until I'm happy. If ever, that is, you can call a Yorkshireman happy...

## THANKS

Passion Auto France www.passionautofrance.com



## RCHASE YOUR VOUCHER FROM ANY OF THESE W























## 

The mighty Cosworth YB has been shoe-horned into many different fast Fords over the years, but if there's one model that offers a perfect fit the Mk1 Focus is it. And to celebrate, we've got not one, but five awesome examples together for a photoshoot at Santa Pod...

t's hard to think of a car more ill suited to a rearwheel drive conversion than the Mk1 Focus. In the Focus we have a car that was designed from the ground up to be resolutely front-wheel drive, with even Ford themselves rejecting any notion of power to the rear wheels when they came



## 



to develop the range-topping RS model. The plan had always been for a transverse engine with the gearbox on the side; Ford wanted to save money, couldn't see the appeal of four- or rear-wheel drive, didn't want to deal with the associated weight penalty and, perhaps most significantly, wanted to prove that a modern

front-wheel drive platform could do everything that an older rearwheel drive one could.

Thankfully the Ford bosses didn't reckon on the staunch, bloody-minded commitment to four- and rear-wheel drive motors embodied by the UK Ford scene. And now, a decade and a half on from the car's launch, we're left

with dozens of re-engineered, Mk1 Focuses, running full fourand rear-wheel conversions, and all powered by the legendary Cosworth YB powerplant.

We thought it was about time we celebrated the creation of the so-called FoCos so decided to gather some of the country's finest for a photoshoot and the long overdue recognition these mighty machines deserve.

The results were nothing short of spectacular; quality cars driven by passionate and knowledgeable owners, each committed to keeping the old school ethos of fast Fords alive in 21st century packages...





## ALAN WILLIAMS' RWD COSSIE FOCUS

lan's FoCos stands out amongst this company by dint of its slightly subtle nature, Alan opting to swerve the more popular RS add-ons in favour of ST170 bits. This particular car has had a somewhat checkered history and was actually one of the very first Focus shells converted to RWD by Andrew Gallacher Motorsport,

## **DRIVER SPEC**

ALAN WILLIAMS

Age: 31
Job: NHS
First Ford: Mk4 Escort
Favourite Ford: Stian Hafsengen's
Escort WRC (original blue)
Best mod: Supra diff and MK beam
combo
What's next: Let the wife use it on
track!

though by the time Alan bought it in 2009 it was looking a touch worse for wear. He could see the potential in the project from the moment he clapped eyes on it though, and resolved to "get it functional as a temporary toy before I have to grow up and get married!"

The car's time spent under a tree had done it no good and Alan soon made the decision to rip it apart and start again, a process that yielded a number of neat bits of kit, including a Promethus WRC loom and an L8 ECU with a Harvey Gibbs map. This massively involved regeneration took years, countless long, frustrating nights in the workshop and saw the 205 block YB originally in the car swapped out for a 200 base. The engine itself is far from standard and now boasts an enviable spec, with highlights including Mahle pistons, ACL race bearings, T34.63 roller bearing turbo and a suitably beefed up fueling setup. This is a setup that's good for 394bhp and 385lb/ft - not exactly earth shattering figures, true, but certainly enough to make this understated car something of a giant killer!

"Yea it isn't a massive amount of power compared to a lot of Cossies, but then most break with less power because the money just hasn't been spent in the right places," Alan explains. "This has been something of a guinea pig, a test mule for the development of MK Motorsport's Toyota Supra diff kit, so the rear end has never had any trouble dealing with that level of power."

Other elements of the build are more conventional and recognisable to anyone who's ever spent time underneath a 2WD Cosworth, with the T5 'box being an instant giveaway as to this car's true potential. Despite this, this is about as far from a

shouty performance car as it's possible to get, it's certainly something of a sleeper and a machine that keeps its cards very close to its chest. This is probably best demonstrated by its subdued exterior. Don't get us wrong, Alan's car looks great sat atop those Raceline wheels and keen Ford fans will probably be able to tell that there's more here than meets the eye, but your average member of the public? Well they'll just see a clean, daily driven Mk1 Focus. Call us old fashioned if you must, but we think that there's a lot to love about a car that looks so everyday and yet has the proven potential to give everything this side of a Porsche 911 a damn good shoeing!





# TECH SPEC MK1 FOCUS

# **ENGINE**

JC Engines-built 2.0-litre Cosworth YB, 200 block, 2WD standard head, Harvey Gibbs-spec 7:8:1 Mahle pistons with valve cut-outs, Standard crank and rods, ACL race bearings, CR Turbos-spec T34.63 roller bearing turbo, 4x4 inlet manifold, Group A head gasket, Bosch 400 light blue injectors, 2WD Cosworth high-pressure oil pump, 3Mar MAP sensor, L8 ECU with Pectel board, mapped by Harvey Gibbs, WRC loom by Fraser at Prometheus, MK Motorsport billet fuel rail, Ford motorsport blue leads, Group A ignition coil, Group A K&N, Custom AG alloy header tank, Pro Allov RS500-style intercooler with extended ports, Pro Alloy radiator with 2WD Cosworth fans, Roose motorsport hoses, Modified 2WD Cosworth Mongoose exhaust, Bailey braided breather system with oil return boss to sump, Bailey swirl pot and turbo hanger, Reyland alternator drop bracket, Bosch 044 fuel pump, Collins alloy engine mounts, Braided hoses with Aeroquip components

# POWER

394bhp and 385 lb/ft

# TRANSMISSION

2WD Cosworth Borg Warner T5 gearbox, AP Racing 6 paddle clutch with heavy-duty cover, standard length 2WD prop shaft, MK3 Toyota Supra 3.73:1 limited-slip differential rebuilt by Bara Motorsport with a Weir Performance MaxGrip Stage 1 kit, MK Motorsport differential conversion kit, MK billet diff cover and Group A style solid diff mount

# SUSPENSION

2WD Cosworth front hubs, 2WD Cosworth steering rack, Gaz coilover suspension with 300lb front springs and 225lb rear springs, Rose jointed track control arms, AG front compression struts, Stage 2 MK Motorsport 6-degree rose jointed beam, AG solid rear beam mounts, Mocal 10-row power steering cooler from an Escort WRC

# **BRAKES**

Front: Porsche Cayenne Brembo six-pot calipers with custom MK Motorsport billet brackets, AP Racing front 360mm x 32mm rotors and bells, Ferodo pads, braided lines, external brake servo header tank Rear: 2WD rear calipers and discs, Ferodo pads, braided lines

# WHEELS & TYRES

8x18in Raceline RL7 alloy wheels powdercoated white, 225/40R18 Michelin Pilot Sport tyres

# EXTERIOR

1999 three-door Mk1 Focus shell in panther black converted by AG Motorsport, 2WD Sierra Cosworth transmission tunnel, modified inner wing flitches, turrets modified to incorporate 2WD Cosworth towers all round, boot floor modified to house differential and fuel tank, flushed fuel cover, brake cooling air ducts in lower grille

# INTERIOR

Corbeau Club Sport seats, TRS 4 point harnesses in blue, Autoflock black flocked dash, Stack ST700 gauge, Stack boost gauge, ATL fuel gauge, Pectel monitor in custom Kinsey Motorsport alloy surround, Sparco pedals, Sparco gearknob and 330mm suede steering wheel, custom 4-point rear roll cage, Kinsey Motorsport alloy foot rests, AG Motorsport 80-litre alloy fuel tank, Alpine head unit

# THANKS

John Coles at JC Engines, Jimbo and Harvey at SCS, Mark at MK Motorsport, Bodytech Macclesfield, Andrew Gallacher Motorsport, Anchor Body Repairs, Raj at Autoflock, Kinsey Motorsport, Steve at The Shine Machine, Field Auto Services Congleton, Darren at Clappedout2Classics, Phil Rooney, Blacky, Wenny, my wife and the whole family









# ANDREW DINSDALE'S 4X4 COSSIE FOCUS

ow we're not going to suggest that Andrew's car can match Alan's in the sleeper stakes, but in some ways it's every bit as subtle and understated. Looking for all the world like a 'common or garden' Mk1 RS, Andrew's pristine car actually sports one of the best four-wheel drive setups



# **DRIVER SPEC**

ANDREW DINSDALE

Age: 36 Job: Heating engineer First Ford: Mk2 Fiesta van with XR2 kit

Favourite Ford: Escort Cosworth Best mod: The brakes What's next: Powdercoat wheels, fit engine monitor...few other big changes in the pipeline we've ever seen beneath the bay of a Focus. Even more surprising is the fact that Andrew's tackled the whole build himself, with this very publication being to blame for getting him started in the first place: "I was browsing Fast Ford a few years ago when I saw a YB-powered Focus and that pretty much forced my hand and made my mind up for me, I had to build a four-wheel drive one of my own."

A trip to Andrew Gallacher Motorsport impressed Andrew but also convinced him that he could do the work instead, and it wasn't long at all before he was diving in with the angle grinder and hacking his newly bought shell to bits. Whichever way you cut it (no pun intended) this is a brave act; a Mk1 Focus shell might not be worth a massive deal nowadays but it's still something you only get one chance to get right, and it's all too easy to get over eager and find yourself worse off than when you started. It was a steep learning curve and one that tested Andrew's patience at various points: "I started out by buying a Sierra bulkhead and transmission tunnel but then made the mistake of hacking the former apart, and that wasn't such a good move when it came to mounting the heater box," he recalls. "I ended up making another steel bulkhead for the

passenger side, then had to have the necessary prep work carried out in order to run competition front top mounts."

It's hard to overstate just how much chopping, changing and custom mounting runs through this build (lucky that Andrew's handy with a welder) and evidence of it is everywhere; that YB perches on custom mounts, the transmission tunnel must've been a nightmare to get fitting and sitting properly, and making it all work took many weeks of fine tuning. The end result is certainly worth it though, particularly as Andrew can claim to have pretty much re-engineered and built the

car with his own two hands, with power drawn from a worked over YB complete with uprated cams and a roller bearing T4 turbo.

The whole build has taken a staggering nine years, a period of time that's seen Andrew build all manner of weird and wonderful fast Fords alongside, including a Group 4 Escort, a Mk2 Escort, an Escort RS Turbo and a Fiesta Turbo. Perhaps the ultimate acknowledgment of Andrew's knack for turning out a fourwheel drive Ford is the fact that this car fired up first time, was MOT'd the day before the shoot, drove several hundred miles right afterwards and didn't miss a beat.



# **TECH SPEC**

# **MK1 FOCUS**

# **ENGINE**

2.0-litre Cosworth YB, bored and decked block, reground crank with new bearings, Cosworth pistons with valve cut-outs, uprated oil pump, bronze valve guides, BD8 exhaust and BD16 inlet cams, vernier pulleys, 4x4 Cosworth inlet plenum, Cosworth intercooler, blue silicone hoses, air injectors, T4 turbo, Tial external wastegate, custom exhaust system, billet fuel rail, Aeromotive fuel pressure regulator, L8 ECU, wasted spark conversion

# POWER

500bhp (estimate)

# TRANSMISSION

Sierra Cosworth MT75 4x4 gearbox, Sierra Cosworth front and rear differentials with Sierra Cosworth propshafts

# SUSPENSION

Full Escort Cosworth tarmac rally car setup comprising coilovers all round, CompBrake adjustable top mounts, bladed ARBs, compression struts, square rear beam.

# BRAKES

Front: Range Rover Sport calipers and discs

Rear: Focus ST170 calipers and discs (rear)

# WHEELS & TYRES

9x18in Team Dynamics Pro Race 1.2 alloys, Neuton NT500 225/40R18 tyres

# EXTERIOR

Focus RS body including RS bumpers, wings, and skirts, painted in Range Rover metallic grey, RS Turbo and Mitsubishi Evo bonnet vents

# INTERIOR

Focus RS interior, front bucket seats, Race Technology Dash2 digital dash

# THANKS

The Loysport crew for there hard graft and late nights, Shunt Sport for the build number and machining of the handbrake cover, Ian Cole for the custom spacers, David Richards for the loom and help with the build, and my ex - if we hadn't split up it would be still in the garage unfinished!









t's hard to overstate the impact the Evo 2 version of the Focus WRC car made when it was launched onto the world rally stage ten years ago; it looked for all the world like a Group B car re-born, with wings, splitters and vents sprouting fore and aft and a suitably widened track. It's only logical then that it's a popular shape when it comes to homage, and few have been



# **DRIVER SPEC**

IAN COLE

First Ford: XR3i Best mod: Nissan Skyline R32

What's next: Toyota Supra rear differential

**Age**: 46 Job: Air conditioning engineer Favourite Ford: RS200

done as well as the car you see here. Owned and built by Ian Cole over the last few years, this is undoubtedly the most extreme looking car here and one that looks every bit the modern WRC machine, and that's no mean feat in a home built car.

"It started out as a rough shell that came to me on the back of a flatbed, so not the best of beginnings," recalls lan.

Ian started out in the same way as pretty much all the other owners' here, by sourcing a rear-wheel drive Cosworth transmission tunnel and hacking out the Focus's floor pan, an essential step along the path to converting a front wheel drive hatchback into a four-wheel drive monster. The work involved was immense and made up the vast majority of the time invested in the project, Ian painstakingly tacking the new floor into place and contemplating the exact nature of the components that would eventually live there. Those wings and the uncompromising nature of the entire car should give some idea as to its intended purpose, and though it's still road legal, Ian makes no bones about it being a track car. This wound up dictating the running gear spec, with a standard Cosworth MT75 gearbox deemed not man enough

for repeated thrashings and dumped in favour of the gearbox from a Nissan Skyline R32 GTR, a custom prop and, much like Alan's car, a Supra differential. Purists may be up in arms at this invasion of Eastern hardware but there's little doubt that it's tough, reliable and can stand countless laps of hard driving - the proof really is in the pudding.

Still, those same purists would no doubt be comforted by the sight of the rock-solid YB peeking out from under that bonnet, particularly as it's a suitably high spec one. The block now runs pocketed pistons, while 'up top' you'll now find uprated cams, double valve springs and a T34 turbo, plus an RS500-style intercooler, alloy rad and a hefty oil cooler, all controlled by an L8 ECU with wasted spark. It might not be quite as cutting edge as the engine that powered the pukka WRC machines a decade ago but this setup is still potent in the extreme, more than capable of pulling of the extreme exterior aero package and hard-as-nails OZ gravel wheels. It all adds up to a properly bonkers car, perhaps the ultimate embodiment of the modern fast Ford and proof of just how far you can take a front wheel drive hatchback if you've got the skills, patience and determination.











# MK1 FOCUS

# **ENGINE**

2.0-litre Cosworth YB engine, BD14 inlet and BD10 exhaust cams, double valve springs, pocketed 4x4 pistons, T34 turbo, oil cooler, aluminum radiator and turbo cooler, RS500-style intercooler, Siemens black injectors, MSD coil pack, Motorsport Developments wasted spark conversion, L8 ECU, mapped by Norris Motorsport

# POWER

400bhp (estimate)

# TRANSMISSION

Nissan Skyline GTR R32 gearbox 4x4 (switachable between rear-wheel drive and 4x4), Toyota Supra rear diff

# SUSPENSION

Avo coilovers all round, uprated ARBs, race-spec rose-joints and polybushes used throughout

calipers
Rear: Brembo 300mm discs and calipers (rear)

# WHEELS & TYRES

18in Compomotive TH, 225/40R18 Maxxis tyres

# EXTERIOR

Focus three-door shell in white, extensively modified and strengthened to accept running gear, full WRC Evo kit

# INTERIOR

Corbeau bucket seats and Sabelt multi-point racing harnesses, multi-point roll cage, flocked dash, remote engine and fuel shut-offs, fire suppression system

# THANKS

lan Jackman for ongoing help and support throughout the build, Dave Richards for his technical support and wiring, Andrew Dinsdale for body work and paint, Norris Motorsport for mapping the engine, Megg Henwood for cups of tea - thank you







# OLIVER HAMPTON'S RWD COSSIE FOCUS

he very fact that Oliver was able to buy his car as an all-singing, all-dancing, fully-converted Focus tells you all you need to know about the popularity of this conversion and the undiminished appeal of the old school YB. Oliver bought the car a few years back and there was never any question

as to what he intended do with it; life as a track car beckoned. The previous owner had spent considerable time and effort convincing the RS interior to fit properly and it certainly looked good, but the added weight penalty wasn't something Oliver could accept or live with, and within a week the interior was bare once again.

"There was never any question of it being used for anything else to be honest, within days I'd started stripping the interior and planning engine, chassis and transmission work."

The YB was clearly a huge factor in Oliver's decision to buy the car in the first place and its spec has continually evolved over the years. It comprises a 200 block with long studs, forged and pocketed pistons, balanced crank and a big wing sump with high pressure, high flow oil pump. Appropriately spec'd cams nestle in a ported and polished head, while a Hart inlet manifold and 2WD Cosworth exhaust nestle either side. A beefy GT30 turbo handles forced induction duties, while Siemens injectors keep the whole assembly well fed with fuel. It isn't a groundbreaking spec by any means, but it's a well-built engine and one that bristles with old school Cossie malice and one

that can consistently pump out over 500bhp.

"Everyone has to own a YB at some point in their lives, don't you think? Everything on the car is there to make it faster, and though it is still technically a road legal car, driving it on the public roads isn't much fun anymore. It's much, much better on track."

The chassis, brakes and transmission are all equally hardcore and focussed, the former having been totally overhauled to get the rear-wheel

drive running gear to function correctly within the confines of the Focus shell. Avo coilovers can be found at all four corners, along with hefty six-pot front calipers and equally massive discs. The uncompromising Glebe straight-cut dog-box, Titan rear differential and B&M quick shift should leave you in no doubt as to this car's true calling in life, and it's certainly true to say that Oliver's seriously evolved it over the last four years. Watch this space...



# **DRIVER SPEC**

OLIVER HAMPTON

**Age:** 31 **Job:** Branch Manager at Alsford Timber

First Ford: Series 2 RS Turbo Favourite Ford: RS500 Best mod: New engine build What's next: Bladed antiroll bars



# **TECH SPEC**

# MK1 FOCUS

# **ENGINE**

2.0-litre Cosworth YB built by Blue Sprint Racing Engines, long studded 200 block, pocketed pistons, Neil Roper ported 4wd head, BD14 and BD16 cams, standard crank and rods, ARP bolts throughout, baffled big-wing sump, GT30 turbo with external wastegate, Hart inlet plenum, Spec-R twin tank oil breather, intercooler, radiator and header tank, L8 ECU with Pectel board mapped by Turbo Systems, Matt Lewis Motorsport air injectors, Edwards Motorsport exhaust

# POWER

527bhp

# TRANSMISSION

Glebe straight-cut dog box in T5 casing, Titan Motorsport plated 7.5-in rear diff, B&M quick shifter

# SUSPENSION

Avo monotube coilovers all round, uprated ARBs, polybushed throughout

# BRAKES

Front: Brembo six-pot calipers and discs, Wilwood pedal box, braided lines Rear: Brembo four-pot calipers and discs, braided lines

# WHEELS & TYRES

8x18in (front) and 9x18in (rear) Compomotive MO6 alloys with 225/40R18 Toyo R888 tyres

# EXTERIOR

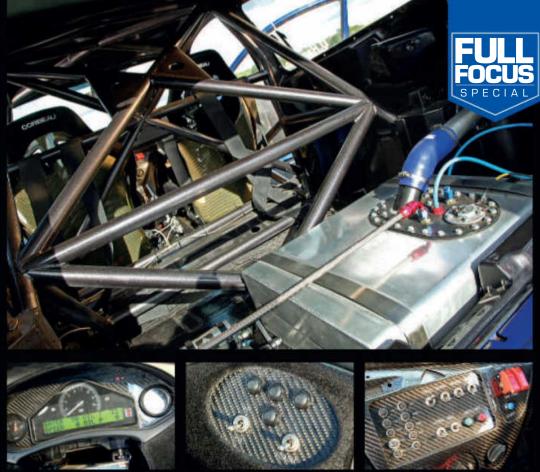
Focus RS wings and bumpers, fiberglass boot and bonnet, polycarbonate windows

# INTERIOR

Si-Leck Motorsport Wiring loom, flocked dashboard, Stack digital dash, Nickson Motorsport full multi point roll cage, carbon/ Kevlar Corbeau Pro Series bucket seats, Luke harnesses, Spec-R swirl pot and fuel tank, twin Bosch 044 fuel pumps, carbon door cards

# THANKS

Pete at Spec-R, Matt Lewis
Motorsport, Nickson Motorsport,
all the boys at Edwards
Motorsport, Si-Leck Motorsport
Wiring, a huge thank you to Joe
and Ben at Hart Power/Blue
Sprint, Tony at Turbo Systems,
Tom at Glebe, Mole Man
restorations for painting cage,
Josh Smith for his
encouragement, and most of all
Mum, Dad, Tom and Angharad for
putting up with the hundreds of
hours spent in the garage –
without you lot it wouldn't have
been possible!









# LEE WATERMAN'S RWD COSSIE FOCUS

nother understated car, Lee's Focus looks just like a regular, Imperial Blue, front-wheel drive Mk1 RS. Lee's another who bought their YB'd Focus as a complete

and running entity, reasoning that it'd be the ideal base for a part time track car and B-road toy but still offered plenty of scope to put his stamp on the build.

"The conversion had been

carried out by AG Motorsport, so I knew the work would be to a high standard," Lee recalls. "My original plans were to work on improving its handling and to get more power out of the engine."

The need to fettle and improve upon the YB became even more acute when, midway through a lap of Brands Hatch, it gave way in spectacular fashion – a spun shell eventually identified as the cause. The damage was terminal, though not enough to put Lee off the project as a whole. Lee's time spent messing about with cars has left him with a comprehensive understanding of



# **DRIVER SPEC**

LEE WATERMAN

Age: 41
Job: Electrician
First Ford: Sierra RS Cosworth
Sapphire
Favourite Ford: RS200
Best mod: The conversion itself
What's next: T38 with billet wheel
and Link ECU





YBs and he wasted no time in sourcing another, only pausing to spec it with go-faster goodies before bolting it in place. The transmission was also given a little extra help, the T5 casing retained but fitted with the Quaife close-ratio gear set originally used by the TVR Challenge cars, alongside an AP clutch and lightened flywheel.

The super subtle nature of this build is undoubtedly its strong suit; there's no doubt it looks purposeful and mighty capable, but you'd struggle to guess that under the front end lurks a bigpower Cossie YB powering the rear end. That's an illusion that's carried through to other aspects of the build, with the standard RS alloys being a case in point. Jump in and you'll probably spot the widened transmission tunnel essential to house the rear-wheel drive layout, but other than that it's every bit the regular, front-wheel drive Mk1 Focus.

Plans for the future? Well like all the best road-going race cars, this Focus is in constant development and is continually being improved upon. Various track days have underlined the need for an upgraded ARB, while the engine will soon feature a Turbo Technics-built T38, Link ECU and some higher capacity Siemens injectors, so it's safe to say that Lee's not even close to being done with the car just yet.

# **TECH SPEC**

# **MK1 FOCUS**

# ENGINE

2.0-litre Cosworth YB, 200 block, ported 4x4 head with high-lift cams, 4x4 inlet plenum, Group A air filter, Roose silicone hoses, Bosch dark green injectors, 3Bar MAP sensor, T35 turbo, Forge actuator, Pace radiator, intercooler, alloy swirl pot, header tank, breather tank and PAS reservoir, Spec-R turbo damper, Harvey Gibbs-mapped L6 ECU

# POWER

330bhp (estimate)

# TRANSMISSION

Borg Warner T5 with Quiafe close-ratio gear set, AP Racing six paddle clutch and lightened flywheel

# SUSPENSION

Gaz Gold coilovers all round, compression struts, uprated ARBs, polybushed throughout

# **BRAKES**

Front: Brembo 325mm discs and calipers, aftermarket pads, braided lines

Rear: Sierra Cosworth 2WD discs and calipers, aftermarket pads, braided lines

# WHEELS & TYRES

8.5x18in OZ Focus RS Mk1 alloys, 235/40R18 Federal tyres

# EXTERIOR

Focus three-door shell in Imperial Blue, Kevlar front wings, bumpers and rear three quarters, RS spoiler tinted windows

# INTERIOR

Mk1 Focus RS steering wheel, Sparco seats, and full interior panels, Luke harnesses, Sparco pedals, hydraulic handbrake, flocked dash, Cosworth gearknob, alloy foam filled petrol tank in boot, various gauges and dials

# THANKS

Big thanks to Aaron at HT Racing, Dyno Solutions, and Steve at Vulcan Engineering, 'Big' John and Harry for all their help and assistance



**SALE HIGHLIGHTS:** 

1963 Jaguar MkII 3.8 – SOLD for £22,000 + premium

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1992 Jaguar XJS 5.3 Convertible – SOLD for £15,000 + premium



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# Dan Williamson WINTER WARMERS

So your pride and joy is tucked away until spring and you fancy a cheap toy to offer some fun over the winter – check out these winter warmers then...

now, salt and slippery roads are a sure-fire way to turn your precious fast Ford into at best – a pile of rust or – worse still – a mangled ornament at the side of your favourite roundabout. Winter truly is the season to put your proper car to bed and drive something sensible instead.

Oh, hang on. Did we just say sensible? No, let's rephrase that: something cheap, practical, and less of a worry if it's bumped by an old biddy in the car park. Maybe even less likely to dissolve during the delik commute.

during the daily commute. So, rather than simply buying

the first diesel-powered Focus you can find, why not use a little imagination to indulge in some guilt-free fun?

guilt-free fun?
Okay, our choices might not be as economical as a Fiesta 1.0 or grippy as a Ranger, but they're all great to drive, relatively reliable and comfy enough to keep you warm when the frost begins to bite. Best of all, they're quick, cool and will retain their value when you sell on again in spring.

So keep your pride and joy in the garage, dig out a set of steel wheels and snow tyres, and grab one of these winter woolies.

# THE CARS

The main ingredients of a fast Ford winter hack: cheap to buy; reasonable to run; enjoyable to drive; and not likely to break down as soon as temperatures drop below zero. Each of these three machines can be topped up with anti-freeze, stuck on a set of winter rubber and run with abandon until the weather improves.

FIESTA ZETEC S Pennies to buy, simple to run and more fun than a sledge-load of Christmas presents, the funky Fiesta Zetec S can be thrashed all winter and turned into a track toy come summer. A heated front windscreen was optional

ESCORT RS2000 MK5/6 Still the most affordable RS, the Mk5/6 Escort RS2000 is a comfortable daily driver that's plenty fast enough for wet weather – and the 4x4 version is perfect for the snow. A heated front windscreen was generally standard.

Smooth, strong V Smooth, strong V6 power, a choice of bodystyles, fine handling and great reliability make the ST24 a winter wonder. A heated front windscreen was standard, and late models even had heated, halfleather sports front seats

# TECH SPEC + HISTORY









# **TECH SPEC**

MADE BETWEEN 2000 to 2002 **POWER** 101bhp @ 6000rpm **TORQUE** 107lb.ft @ 4000rpm **0-60MPH** 10.2 seconds **TOP SPEED** 113mph

**ENGINE** 1596cc four-cylinder, 16V Zetec SE, Siemens fuel injection, Ford EEC-V

management **TRANSMISSION** 

Front-wheel drive, B5 five-speed manual with sports ratios

**BRAKES** 

258mm front discs, 190.5mm rear drums,

SUSPENSION

# HISTORY

oday the name's synonymous with sporty Fiestas, but 15 years ago Zetec S was the tag that replaced XR for warmed-up Fords

Not quite a hot hatch - but not far off – the Zetec S was launched in March 2000, based on the dreary Fiesta Mk5 but with a Focus 1.6's Duratec SE engine and a selection of goodies from the Blue Oval parts bin. And, with typical Ford penny-pinching ingenuity, the result was much greater than its parts.

Coupled to the rev-hungry powerplant was a close-ratio gearbox and snappy final drive ratio, which made the most of the Fiesta's modest 101bhp. The sparkly chassis boasted lowered and uprated suspension, the steering was tweaked, and enlarged Focus brakes were stuffed behind Racing Puma-style 6x15in alloys.

A sporty bodykit became standardfit, and Imperial Blue paintwork was

available to sit perfectly in the Ford Racing line-up. The interior matched too, wearing complementary leather steering wheel and sports cloth trim.

Despite its mere 113mph top speed and short production run (it ended in April 2002), the Zetec S's fun factor ensured a fantastic, long-lasting reputation.

The only downside? You'll want to drive it long after winter's gone.



# **TORQUE**

# **+** TECH SPEC

**MADE BETWEEN** 1991 to 1996 **POWER** 150bhp @ 6000rpm

142lb.ft @ 4500rpm **0-60MPH** 8.2 seconds

TOP SPEED 129mph **ENGINE** 

1998cc four-cylinder, 16V I4, Ford EEC-IV management, fourbranch exhaust manifold

TRANSMISSION

Front-wheel drive/MTX75 five-speed manual or four-wheel drive/ MTX75 plus transfer box, viscous-coupling centre differential, viscouscoupling limited-slip rear differential

#### **BRAKES**

260mm front discs, 270mm rear discs (drums on FWD Mk6), ABS SUSPENSION

Gas dampers, lowered

coil springs (13mm

front/10mm rear),

uprated PAS

INTERIOR

**EXTERIOR** 

tvres

uprated rear beam,

WHEELS AND TYRES

6x15in alloys, 195/50x15

Sports front seats, white

Fiesta three-door, mesh

tailgate spoiler, optional

heated front windscreen.

dials, leather steering

wheel and gearknob

grille, body-coloured

bumpers, skirts and

Uprated coil springs and dampers

WHEELS AND TYRES 6x15in alloys, 195/50x15 tvres

INTERIOR

Recaro front seats, sports steering wheel

**EXTERIOR** 

Escort three-door, colour-coded bodykit, bonnet bulges (deleted on Mk5A), heated windscreen (optional some years), sunroof

# HISTORY

hy wait for winter? An R\$2000 makes a fine everyday driver, track toy or pure investment in any season. In fact we're amazed the Mk5 isn't already regarded as a modern classic being not just one of the last of the RS Escorts but also a brilliant all-rounder.

The 1991 RS2000 sat in the shadows of its stablemates and predecessors, failing to capture the public's imagination like the 1970s' original. Yet the Mk5 RS2000 wasn't bad. Its two-litre I4 engine produced a healthy 150bhp, backed by a strong MTX75 transmission. All-round discs, uprated suspension and 15in alloys meant sporty, safe handling, and a subtle bodykit gave proper hot-hatch appeal. Recaro seats in a perfect driving position made the RS2000 a real B-road blaster.

The facelifted (Mk5A) model appeared in October 1992 and the

RS2000 4x4 came in September '93, with 34/66 front/rear-split four-wheel drive and new independent rear suspension.

The final revision followed in early 1995, now known as the Mk6. It featured smoother styling, different wheels, suspension and cabin. But even a successful F2 rally career couldn't save the RS2000, and it died in summer 1996

Buy one today, thrash it tomorrow and save it for next year.



The Mk5/6 RS2000 is one of the last RS Escorts ever produced



# **TECH SPEC**

**MADE BETWEEN** 1996 to 2000 **POWER** 

168bhp **TORQUE** 162lb.ft

0-60MPH 8 seconds TOP SPEED 139mph **ENGINE** 

2544cc, 24V, V6 Duratec VE, Ford EEC-V management

TRANSMISSION

MTX75 five-speed manual, traction control

**BRAKES** 

278mm front discs, 253mm rear discs, ABS

SUSPENSION Uprated coil springs and

dampers WHEELS AND TYRES 6x16in or 6.5x16in alloys, 205/50x16 tyres

INTERIOR

Half-leather sports front seats (heated on late models), leather-rimmed steering wheel, electric windows all round, air conditioning from February 1998

**EXTERIOR** 

Mondeo four-door saloon/five-door hatchback/five-door estate with boot spoiler, RSAP bodykit (standard on hatch; optional on early saloon and estate), heated windscreen.

# HISTORY

hat's got 140mph potential, outstanding handling, a soundtrack to die for and a pocket-money purchase price? The Mondeo ST24, of course. The truly forgotten fast Ford.

Developed from the Mondeo Si V6 saloon, the ST24 arrived in August 1996. The 168bhp, 2544cc, Duratec V6 remained but was now mated to lowered suspension, uprated dampers, 16in 12-spoke alloys and half-leather sports seats alongside the usual boot spoiler

In April 1997 the ST24 hatchback appeared, boasting four-spoke turbine' alloys and RSAP (Rallye Sport Appearance Pack) as standard. The RSAP was also available on the ST24 saloon, although not always specified.

Similarly, the ST24 estate of February 1998 looked like a plain-Jane Mondeo wagon, with the bodykit and four-spoke alloys listed as optional

equipment; fortunately for us, it was usually specified.

That said, there was nothing 'usual' about the ST24. It exploited the Mondeo's remarkable chassis to provide a driving experience well in excess of its unremarkable statistics.

The ST24 died when the Mk3 Mondeo arrived in October 2000, and it soon became seen as just another second-hand old car. But that's good news for us - an ST24 makes a snug, reliable winter hack with grunt aplenty What's not to love?



# **BUYING + OWNING**



# **BUYING**

f you want it only for the winter months, a scabby Fiesta shouldn't cause concern – but be aware of serious rot beneath the surface.

Don't worry too much about rusty rear wheelarches, doors and rear quarters but be suspicious of corrosion along the sills. Inspect very carefully underneath because a rotten Fiesta simply isn't safe.

Walk away from any signs of transmission trouble, such as notchiness or excessive noise, or a slipping clutch. On the upside, a little rattling at idle could be caused by the release bearing and a sloppy change simply a

worn linkage.

Be equally wary of engine problems, especially knocking, smoking, breathing and burning oil. Tapping from a cold start isn't a concern, but ensure it revs to 7,000rpm without struggling.

Pre-2001 models had a weaker engine, which suffered terminal crank bearing failure at around 50,000 miles. These cars – known as phase ones – had a silver-top engine (as opposed to a black cam cover in the phase two), pale grey interior, alloy wheel centre caps and no internal boot release button.

Preferably, find a later Zetec S with optional heated front windscreen to help with those cold winter mornings.



# **BUYING**

hat would make a better winter hack than an RS2000 with four-wheel drive? Sadly, the 4x4 was built in very limited numbers (only 600) and survival rates are low. They're also slower than the front-wheel-drive version, so choose carefully.

You may prefer the sweeter-styled early Mk5 to the Mk5A's smiley-faced front and bulbous back lights. The Mk6 featured revised suspension alongside anonymous Si-type styling.

If it has to be a 4x4,

If it has to be a 4x4, check underneath for the unique alloy rear crossmember, differential and driveshafts. The spare wheel well is also shallower.

Make sure any RS2000 is genuine by checking the VIN plate, which should say N7 in the box marked ENG, a Q next to TRANS and 4 in the AXLE section.

Crucially, check for rust. Everywhere. Rear chassis rails rot, as do floorpans, boot floor, inner and outer sills, A-pillars, inner wings, fusebox area, bulkhead and battery tray. Cosmetically, check for corrosion in the rear quarters, door seams and tailgate.

Mechanically, make sure there's no jerkiness from the transmission and watch out for symptoms of head gasket failure – not terminal, but not what you need during winter.



# **BUYING**

t might not matter for a winter warmer, but work out which bodystyle you prefer. The saloon is stiffest, although often lacks the RSAP; the estate is extremely capacious and the hatchback makes a nice compromise; it's also the most plentiful.

Like all Mk2 Mondeos, most ST24s have done mega miles. They'll take abuse, but expect to see signs of wear. Dashboards may be rattly, warning lights could be doing their own thing, and seats may look tired, especially around the holsters

Rust isn't a major concern, but some Mondeos seem to rot more than others. Check the sills, floorpan, chassis rails, boot floor and rear wheelarches.

Worry more about major mechanical failures, which will write off an old Mondeo. Check for a head gasket blowing to atmosphere, ticking like a blown exhaust manifold. Knocking noises from the bottom end mean 'hello crusher'. Timing chain tensioner problems are also often too expensive to fix.

Clutch slip is a big issue. If there's a high biting point, rumbling from the gearbox or gear selection problems it's likely to outweigh the cost of the car.

Oh, and don't forget to keep your eyes open for bagging an ST200 – an ST24 on steroids.

# OF A KIND WINTER WARMERS

# **OWNING**



ou'll want to survive the winter, so top up the anti-freeze and check the oil. Low levels can be critical to a Zetec SE, so don't let it drop or you'll risk oil starvation.

Invest in a service, buy a new auxiliary belt and sort out those niggles before they lead to unreliability. A coil pack is cheap and will usually cure slow starting or lethargic performance, while a replacement idle valve or ECU reset should fix rough running or poor fuel consumption. If the throttle pedal feels sticky, the throttle plate is probably catching on the housing.

A nice, warm heater will be welcome in winter, but make sure it's just a faulty fan and not a symptom of the engine overheating. You might find a few dodgy switches on the dash too.

Replacing the brake discs and pads is highly recommended before wet weather, especially if there's juddering through the steering wheel.

Any signs of lousy handling or soggy suspension should be investigated. You could find leaky dampers or knackered front anti-roll bar bushes, especially if there's a clonking sound too. If it's more of a clicking on full lock, suspect the driveshafts – which are cheap to fix.

# **+** OWNING



hat's that fizzing noise? It's the sound of an Escort corroding. The slightest mention of salty roads can turn a Mk5 Escort to rust, so slap on protection before the bad weather arrives.

Check for dampness from leaky sunroof rubbers, and make sure the sunroof drains aren't letting water into the boot; rot will spread quickly.

Water ingress also attacks the fusebox, wiring and connectors, leading to random problems with equipment, poor running and the engine cutting out; a proper fix means replacement or repairing the soldered joints. Misfires may also be caused by the Electronic Distributorless

Ignition System (EDIS) module failing (cured by replacement or wiring an earth to the battery), and a duff catalytic converter or lambda sensor can mean an unwillingness to rev.

Beware of excessive rattling when warm, which could be a tired timing chain or tappets, but may also be down to the oil pump pressure regulator; don't let it starve the engine of oil.

Front suspension noises are common; track control arm bushes are usually to blame, so upgrade to polyurethane. Rear wheel bearings are also prone to rumbling, and the power steering pump may whine. Replace before winter.

# **OWNING**



tart with a thorough service – the Duratec consumes more oil than most Ford motors, and leaving it mucky leads to camshaft wear. While you're at it, check the water pump, which should have metal fins rather than plastic impellers, which are prone to snapping, causing overheating.

Replacing the plugs, leads and coil pack should stave off misfires, and inspecting the IMRC (inlet manifold runner control) can improve poor performance – ensure the secondary inlets open at 3,500-4,000rpm, and aren't clogged with grime.

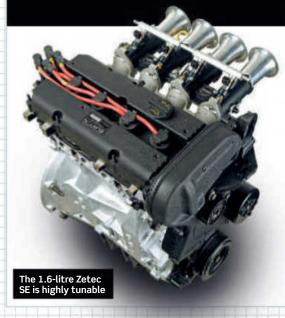
Make sure the battery is up to scratch, and if the starter motor sounds lazy, replace it now.

Heated windscreens are standard, but elements are prone to failure. The heater may stop working, but it's usually a simple fix. Central locking motors may be dodgy, and dashboard warning lights play up – sometimes due to components like ABS wheel sensors, or airbag lights caused by a poor connection under the seat

connection under the seat. ST24 suspension can be problematic, with springs snapping, anti-roll bar links knocking, lower suspension arm bushes failing and dampers becoming tired.

Finally, remember the ST24 is a Mk2 Mondeo, with those infamously fragile bumpers. Keep a roll of gaffa tape handy...

# **MODIFYING**



# **MODIFYING**

ou'll want more power. Even in ice and snow, the Zetec S won't feel fast enough for those of us acquainted with 200bhp-plus.

Start with a panel filter, followed by a sports exhaust system and four-into-two-into-one manifold. Add highlift cams and a remap, and you'll see about 130bhp and better throttle response.

If your engine is a silvertop (phase one), swap the cylinder head for a black-top version. Then you'll be able to fit uprated rod bolts, heavy-duty valve springs and throttle bodies, which can mean 150bhp. Make that 180bhp with a gas-flowed head, or even 200bhp on forged rods and wacky cams. But we're getting carried away. This is a winter hack, after all. So maybe a turbo conversion makes more sense, offering 200bhp using an off-the-shelf kit with manifolds, management, decompression plate, injectors and fuel pump. Forge the internals and add a GT28 turbo for 330bhp.

Engine transplants are generally cheaper options, with the 123bhp, 1.7-litre Puma powerplant simple to fit, and the FRP (Racing Puma's) 150bhp version equally easy. Bear in mind anything over 140bhp will demand an uprated clutch, and a turbo conversion needs a paddle clutch.

Puma gearboxes are ideal for a tuned Zetec S, featuring

perfect ratios and – in a few FRPs – a limited-slip differential, which helps in the wet. If you can't find one, a Quaife ATB or S2 Escort RS Turbo's viscous diff can be fitted into your existing 'box.

Handling is a Zetec S strong point, but if the car is tired, lowered springs with uprated dampers and Powerflex bushes are ideal upgrades for a road car.

Best of all, invest in bigger brakes, such as ST170 300mm discs with Mk3 Mondeo calipers. Even lowbudget Mondeo V6 278mm discs and calipers (or Fiesta ST150 280mm bits) are excellent, and also fit inside Mondeo 15in four-stud steel wheels with 195/50x15 winter tyres.

# **MODIFYING**



uning isn't the RS2000's strong point, but a bit more grunt is always welcome.

always welcome.
Begin with a panel filter
and upgraded exhaust
complete with decat. A chip
for the EEC IV management
improves drivability, although
it won't increase power
unless you also fit reprofiled
cams and a flowed cylinder
head. Add a 65mm throttle
body, and 180bhp is possible.

You'll gain more with a skimmed head to increase the compression ratio – 10.5:1 on standard pistons or 11.8:1 with forged internals. With Jenvey 46mm throttle bodies and aftermarket management you'll see 200bhp but your wallet will be hurting.

A cheaper solution is the Ford Galaxy 2.3 engine, which with cams and live map will kick out 200bhp. Turbocharging is also feasible, with 300bhp potential, but you'll need to custom-build your own kit.

The standard MTX75 gearbox should take whatever you throw at it, but a Quaife ATB limited-slip differential will work wonders in wet weather. Meanwhile, Mondeo threepiece equal-length driveshafts should reduce torque steer.

The 4x4 isn't quite so tough, with a comparatively weak transfer box. A Mitsubishi Evo system can be persuaded to fit, but it will be very expensive.

A big criticism of the standard RS2000 is its benign handling, but it's transformed with a set of sports dampers and lowering springs. Swapping the tired bushes for Powerflex will be a godsend, and OKC's selection of handling upgrades will ensure you can perfect your Escort without breaking the bank.

You'll also need a set of

You'll also need a set of better brakes. A pair of Cosworth 4x4 calipers with Mondeo V6 278mm discs will sit nicely behind a set of Mondeo 15in steelies on 195/50x15 winter rubber, but if you don't mind upping to 16s you'll benefit from Mondeo Mk3 calipers and Focus ST170 300mm discs. Ideal for any weather.

# **MODIFYING**



silky-smooth, 168bhp V6 and a remarkably well-balanced chassis make even a standard ST24 a pleasure for all-weather daily duties. Which is perhaps just as well, because the ST24 isn't particularly tunable.

The easiest option is to convert the engine to ST200 spec, for 200hhp. You'll need the cylinder heads, cams, intake manifolds and bigger throttle body. Forget the injectors but an induction kit can be used in place of the dual-inlet airbox, an aftermarket remap instead of the ST200's ECU, and any free-flowing exhaust system.

Want more? Further cylinder head work and reprofiled cams will add

power, and throttle bodies with aftermarket management more still – but don't ask the price.

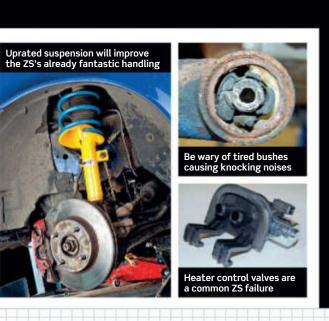
Sensible money goes on an ST220 three-litre engine transplant, with 220bhp as standard. Use the ST220's block and injectors, along with its valves inside ST200 heads. Keep the ST24's variable-length intake runners and remap the ECU, and you could see 250bhp.

Forced induction would be sweet (the Noble M12 used a twin-turbo ST220 motor) so look at the kit from American tuner Nautilus Performance.

The ST24's standard MTX75 gearbox is strong, but an ST200 clutch and lightened flywheel are ideal if yours is starting to slip. A Quaife ATB differential would be handy for slippery roads, but why stop there? If you can find a rotten Mk1 Mondeo 4x4, you could convert your ST24 to fourwheel drive, using Jaguar X-Type V6 parts.

The ST24's 15mm lowered suspension needs no alteration, although better-quality dampers and polyurethane bushes should tighten up a tired example.

Early ST24s had decent enough brakes with 278mm discs, but post-1999 models used inferior, standard-Mondeo calipers. Retrofitting the earlier parts makes sense, but for a few quid more you should swap to Mk3 Mondeo calipers and Focus ST170 300mm discs.







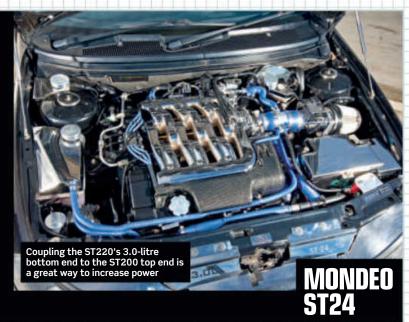














# **CONCLUSION**

# **ALSO CONSIDER**

# FOCUS ST170

extremely reliable and ultra practical, the ST170 packed a revvy, 171bhp engine and sublime handling into Mk1 Focus hatchback or estate bodystyles. A fun way to spend winter.



# **PUMA**

A sleeker, less practical version of the Fiesta Zetec S, the Puma 1.7 boasted a 123bhp powerplant as standard. Equally chuckable and tuneable, the sole reason for selecting a Fiesta instead is to get a better example for your cash.

All-weather grip, Cosworth four-wheel drive and enough V6-grunt to tow a tractor out of snowstorms. Only the bargain Sierra XR4x4's age and propensity to rust kept it from being in our top three winter hacks.



# **CLUB CONTACTS**

Ford Fiesta Zetec-S Owners' Club www.zsoc.com

Fiesta Club of Great Britain www.fiestaclubgb.co.uk

Fiesta Owners' Club www.fiestaownersclub.com

**Fiesta Evolution** www.fiestaevolution.co.uk

**Escort Evolution** www.escortevolution.co.uk

ST Owners' Club www.stownersclub.com

ST Drivers www.stdrivers.co.uk Ford RS Owners Club www.rsownersclub.co.uk

Mk5, Mk5A, Mk6 Owners' Register rs2000-16v.com

Ford Mondeo Owners' Club

www.fordmondeoowners

Mondeo ST Owners' Club www.mondeostoc.com

**SVT Performance** www.svtperformance.com

Contour Enthusiasts' Group

www.contour.org

# TUNING CONTACTS

## **ShawSpeed** www.shawspeed.com

01925 594385

**Lightning Motorsport** www.lightningmotorsport

**Odd Kidd Creations (OKC)** 07984 071567 www.oddkiddcreations

Sabre Tuning www.sabre-tuning.co.uk

AL Developments 07952 292441 www.aldevelopments.com

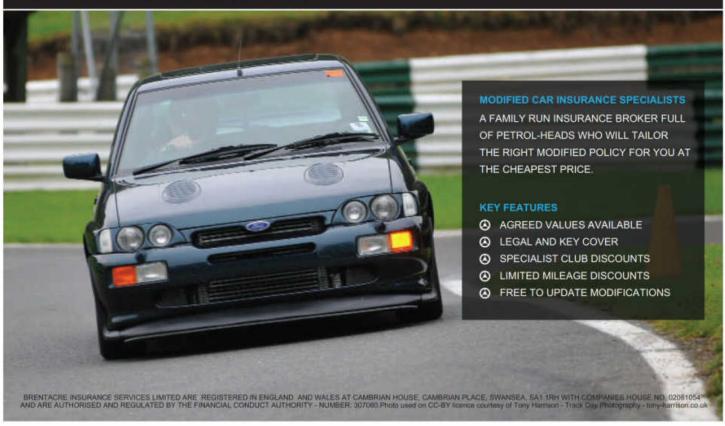
Nautilus Performance www.nautilusperformance .com

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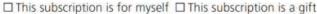
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Rusty calipers look horrible – simple. And they don't need to. This simple brake caliper paint kit from Foliatec is available in loads fo different colours, in both matt and close finished. It count evaluable in materials Is available in loads to different colours, in both matt and gloss finishes. It's even available in metallic finishes too (£29.99). The kit includes everything you need; wire brush and can of brake cleaner to prep everything, a mixing pot, stirring stick, rubber gloves, and paint brush for applying the finish. And of course the paint itself, which is a two-pack formula and is tough enough to regist corregion. pack formula and is tough enough to resist corrosion, oil and road grim. One kit will cover four calipers, or two calipers and two drums.

www.foliatec.co.uk



PHUIVI EYY
What better gift to find in your Christmas stocking than the chance to drive your fast Ford full throttle around a track? Well, with prices starting at just £99 for a full track day at various circuits across the country, Javelin Track Days may have the perfect pressie! Check out the website for full details and to book.

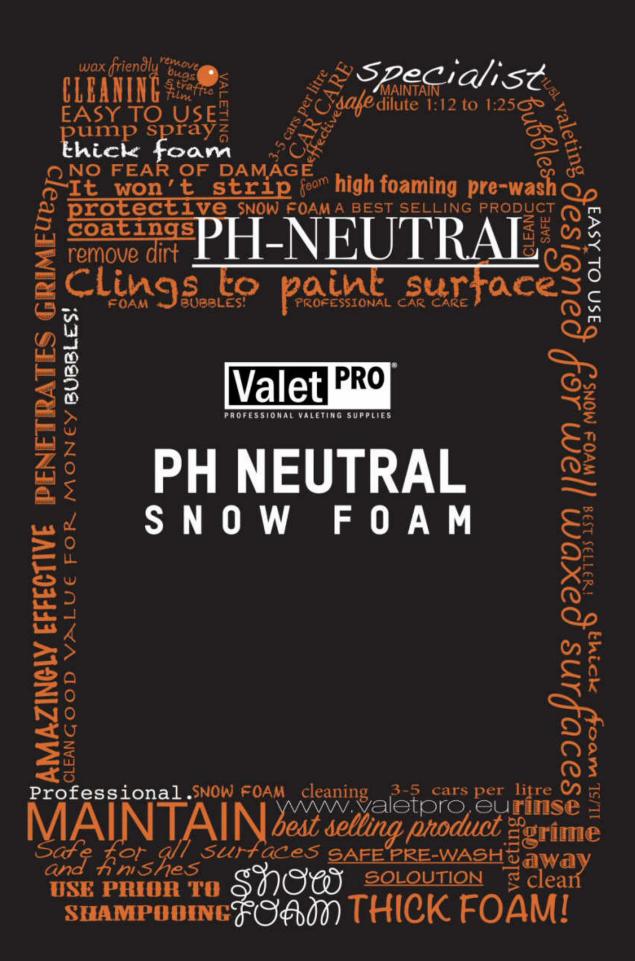
www.javelintrackdays.co.uk



# **TURTLE WAX GIFT BAG** £24.95

Treat the car lover in your life to this gift bag from Turtle Wax this Christmas. The kit includes all you need to make your car shine inside and out, including Super Clean Wash and Wax, Shine and Protect Polishing Wax, Intensive Wheel Cleaner Mulit-Surface Interior Cleaner and two spectres and a good Wheel Cleaner, Mulit-Surface Interior Cleaner, and two sponges and a good Supply of polishing cloth. Available now from Halfords











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- High quality braided brake hoses
- Mounting brackets and complete install pack

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# F12 UKE

# **LUKE BANNISTER MK2 FOCUS ST**

Luke's ST is a long way from the factory spec it once was. In the three years that Luke has owned the Focus he has seen fit to add a Revo Stage 2 map upgrade, full Mongoose exhaust system, Dreamscience induction kit, and Airtec intercooler, so that the five-pot now produces a very healthy

300bhp-plus. Keeping it all in one piece he's also invested in a block mod and an RS clutch upgrade too. Eibach springs drop the chassis closer to the ground and new Team Dynamics Pro Race 1.2 rims replace the standard wheels. But he's not done yet, and claims there is plenty more to come from this ST.

# JONNY SUTTON MK3 FOCUS ST

The latest fast Focus is even available in capacious estate guise, and it's the rapid load-lugger version that Jonny's opted for with his Mk3 ST. With 250bhp on tap as standard you'd think that would be plenty enough for a wagon, but Jonny's seen fit to

improve things further by adding a full Milltek exhaust system including sports cat, a Revo induction kit, mountune intercooler and re-circ valve, and a Stage 3 Dreamscience remap! Swapping the stock alloys for 18-inch Team Dynamics is the finishing touch.





# **JOHN FOCUS C-MAX**

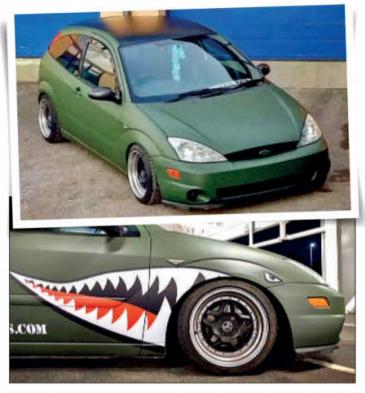
You'll no doubt notice this month's Fast Fanatics is very much in keeping with our Full Focus theme this issue, but there's one Focus that almost always disappears under the radar – the Focus C-Max! Yes it is a family wagon, but that doesn't mean you can't have fun in one, as John proves with this example. Designed to show what a C-Max ST would have

looked like if Ford built one John has added a deeper front bumper, side skirts, 18-inch alloys, and twin exit exhaust system to his C-Max before giving the whole thing a few coats of the Focus ST's Performance Blue topcoat. Inside he's fitted the full leather interior from an ST-3 model, and he's even tweaked the 2.0-litre TDCi to produce more grunt too.

# **JAMIE MK1 FOCUS ZETEC**

What you see here was once upon a time a standard 2002 Focus Zetec in Moondust Silver, but not any more. Now it is 'Tank'. Jamie's spent the last 18 months completing the makeover, which has seen the whole car wrapped in matt military green vinyl (now with custom painted graphics

over the top), dropped to the floor (literally) on coilovers, and fitted with cool rims (now running Rota D154s). The theme continues inside too, but unlike a Chieftain this Focus has been kitted out with half leather from an ST170 and black Alcantara headlining and pillar trims.







# LEE WESTCOTT MK2 FOCUS RS

This is Lee's third Mk2
Focus RS, and prior to that
he's owned three STs too! Lee
picked this stunning example
up from his neighbour, who also
just happens to be the main man
at Focus RS specialist dealers,
RS Direct! When the deal was
done Lee set to restoring the RS
to the best possible condition

he could including replacing all perishables and giving the car a thorough detailing session. Then he could make a start on the mods, which now include a full Revo Stage 4 upgrade, Auto Specialists inlet, Samco hoses, Eibach springs, and carbon bonnet vents among others. And he's not finished yet either!

# **MELANIE BRYER MK2 FOCUS ST**

Melanie's ST is certainly something a bit different.

Not only does it sport a fully forged engine and all the associated hardware necessary to achieve 420bhp, it also boasts KW coilovers and 19-inch Focus RS rims. But even those aren't the mods that really stand out

on this ST – check out the roof! Yep, Melanie's installed a full Webasto sliding roof! Now how many STs have you seen with one of those? Custom touches can be found all over the Focus too, with painted headlights, fully flocked dash, and snap-off steering wheel too!





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# THE ONLY WAY IS ESSEX!



WHO
Essex Ford Meet
WHERE
Chelmsford, Essex
WORDS AND
PHOTOS
Dan Sherwood



Anyone with a fast Ford is welcome to attend



The meet now regularly attracts 250-plus cars!



Forget a night out with Joey Essex at the Sugar Hut, the only place for Ford fans to be each month is at the Essex Ford Meet...

ord has always had a tight connection with Essex, and Essex with Ford. Which is understandable, as the Blue Oval's UK headquarters are based in the heart of the county in Brentwood. But the link goes much deeper than one of mere logistics, in that the people of Essex are well known for their seemingly unwavering love and support of the brand to the point of it being something of a stereotype. Of course, the Southend cruises of years gone by have supported much of the Essex legend with many of the regulars hitting the famous seafront sporting Blue Oval-badged machines. Unfortunately, recent events have led to Southend council securing an injunction to prevent petrolheads from gathering there and granted officials the ability to legally take action against any cruisers coming down to the seafront. However, Ford fans are a dedicated bunch and they'll still

find a way to show off their cars, which is where the Essex Ford Meet comes in...

Held at the Norton Heath Equestrian Centre in Chelmsford, the monthly gathering has grown to become one of the biggest static Ford meets in the UK, with regular numbers reaching in excess of 250 cars and up to 600 on occasion! A dedicated indoor area, which holds the top 25 VIP-selected cars of the night, plus 25 of the first arrivals, means that the show can go on whatever the weather too.

"It all started after a few meets were held at the Halfway House pub on the A127," explains Dean Lewis, whose family owns the Equestrian Centre that now hosts the meets. "It was a laugh with some good people, but I just knew that it could become much bigger if it was held at a proper venue."

So after a quick chat to clear the idea with the bosses – Dean's mum and dad – the meet moved





# NIGEL PAYTON MK2 FOCUS RS

With its striking blue and black JD Wraps graphics, fat 9x18in Compomotive wheels and huge WRC rear spoiler, Essex-based Nigel Payton's Mk2 Focus RS stood out at the meet for all the right reasons. But any thought that this was a simple style over substance build were also quickly dispelled when he opened the bonnet to reveal a Jamsporttuned motor capable of over 400bhp. Packing an Auto Specialists Stage 2 filter, Anembo inlet plenum, Stage 2 AS intercooler, 650cc injectors and a Cobra turbo-back stainless steel exhaust system its bark is as tough as its bite. And lowered on Eibach springs, it also eats up the twisty stuff too!



to North Heath.

"The first meet we did had around 50 to 60 cars turn up," recalls Dean. "It was barely enough to fill the indoor area, but from then on it's basically just grown and grown."

And after attending one of the recent meets, we can see why. For just £2 per car – simply to cover costs – the meet is well worth the price of admission. Not only is there the large, well-lit indoor area, plus the huge expanse of outside parking, but there is also a café that can provide hot and cold food and drink prepared to order.

"It's a truly family atmosphere that me and my excellent team of volunteer organisers work really hard to achieve," explains Dean. "We also have traders regularly attending, offering great discounts and we even have a 'car of the night' award, where the winner gets a trophy and a cleaning kit.'

The meet itself is very well run, with everything prepared in

advance so things look good and run smoothly on the night.

"The indoor arena holds horse jumping and dressage events usually, so we have to prepare it specially for the car meets," Dean says. "We rake the floor flat and dampen it so as not to cause too much dust and we cover the walls with the banners that have been supplied to us by various different tuning companies. It looks great when its all set up and is well worth the extra effort."

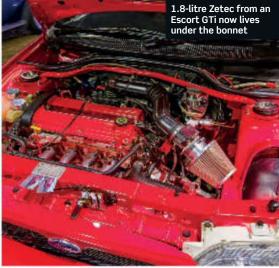
With cruising and car meets being shut down across the country by local councils, it's places like this, and the passionate people that run it, that offer a much needed alternative for car fans to meet up without fear of being penalised for their preferred pastime. And hopefully, what has started in Essex can go on to inspire others to do the same and keep our long-standing tradition of car meets going for a long time to come.







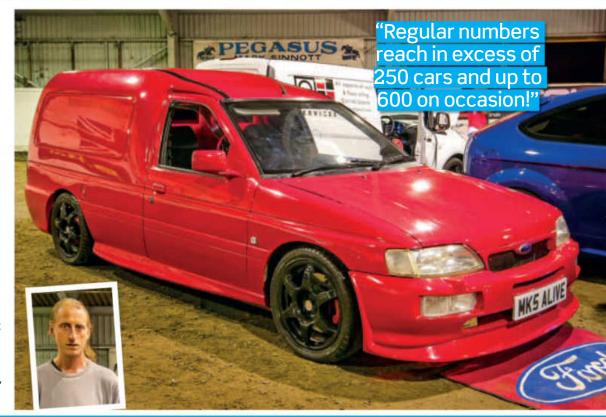


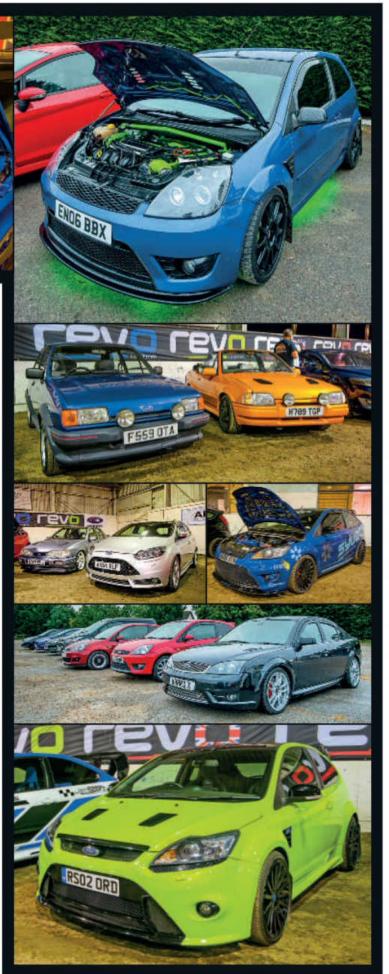




# MATT NORMAN MK5 ESCORT VAN

Having a killer install in the boot of your car may not be as popular as it once was, but it's still cool to hear and feel a system that is capable of crushing your larynx. 31-year-old Matt Norman from Witham in Essex bought his ICE-packed Mk5 Escort van along to give the meet an audio treat. Even lowered on a set of Spax coilovers, with a set of 300mm ST170 brakes tucked behind the 16in Compomotive rims, and a 125bhp 1.8-litre Escort GTi engine under the bonnet, Matt won't be winning many races in his Cosworth-kitted van as it also has to lug around the huge sub box that fills the rear and houses a pair of 12in Pioneer 1000w subs. Powered by two SPL Dynamics 1500D digital amps, the 140db system will make your ears bleed!









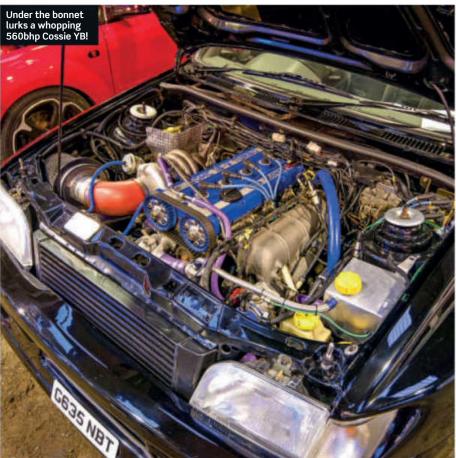
# **SHANE WALLER** SIERRA ESTATE

Could this be the ultimate sleeper? Londoner, Shane Waller, rocked up to the Essex Ford Meet in this 1988 Sierra 2.0-litre Ghia to looks of surprise when it was allocated one of the much-prized spots in the indoor display area. But opening the bonnet, all soon became clear. The hearing-aid-beige estate is concealing a Joe Stevens-built Cosworth YB engine and rear-wheel drive transmission. With a Bosch 044 fuel pump, T34 turbo, and grey injectors the 205 block is pushing out around 400bhp, which is more than enough to scare off any doubters at the traffic-light GP. Wisely, Shane has also transferred the braking system from the Sapphire Cosworth donor car, so he can haul his beastly barge to a standstill even after unleashing its covert performance to the max.











We've seen and featured Nigel Howgego's Fiesta before, but it's just one of those cars that, every time you see it, always makes you smile! The huge Dimma wide arches filled with 17-inch Rondell wheels and AP Racing brakes from a Mitsubishi Evo VII give you an idea from the exterior what this car is all about, as

under the bonnet lurks an incredible 560bhp Cosworth YB engine and full four-wheel drive transmission! Nigel picked up the Fiesta as an unfinished project and built it into the ballistic bruiser it is today. Running his own business as a mechanic obviously helps, but there's been no shortcuts taken in this build, just lots of hard graft, and for that Nige, we salute you!





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- co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

# CARS FOR SALE

## **ANGLIA**

# **ANGLIA ESTATE**



1965, £3,995. Clean and straight body, car completely standard except for a stage 3 cross flow. Original interior with seat belts. Car solid underneath. 07968 893493 (SN)

# CAPRI

# **CAPRI 1300 L**

1977, 29,700 miles, £5,000. All MoT's original bill of sale, known history. Original and standard condition. Excellent interior, drives great. Slight bodywork required. No offers. Cheshire. 07973 724540 (SN)

## CONSUL

## MK2



1961, £7,450. Stunning example, has been professionally restored to a high standard, lovely chrome mostly new, very nice interior, immaculate engine bay with rebuilt engine, must be seen to appreciate. East Yorkshire. 01482 679863

# CORSAIR

# CORSAIR CRAYFORD



1967, £15,999. Convertible 1967 2LT, GT Automatic completely rebuilt 2013/14 everything renewed/replaced. Electric Power steering, pinto engine, white interior, delocked. Lowered new inner/ outer front wings. Classic show winner. 079326 00069 (SN)

# CORTINA

# CORTINA



1973, 28,000 miles, £6,995 ono. Mk3 2.0lt full MoT, guaranteed mileage, 3 owners, loads of paperwork, never welded, new battery & tyres no rust or rot being zibarted original bill of sale ready to use, Notts. 07792 139652 (SN)

## **ESCORT**

# ESCORT RS2000



44,000 miles, £7,995. Mallard metallic with grey recaro seating with a blue pattern. Grey carpets, sunroof, ex Isle of Man. Very carefully kept, with interior and exterior in lovely order. MoT April 2016, first to see will buy. Greater Manchester. 01204 527479 / 07887 771386 (SN)

## ESCORT RS2000



54,000 miles, £6,995. Silver metallic with recaro seats in grey and dark red, with grey carpets. Glass sunroof, correct RS wheels, centres organised. Just MoTd, in wonderful unmarked condition, having not been painted. A appreciating item, not to be missed. 10 stamps in the service books. Greater Manchester. 01204 527479 / 07887 771386 (SN)

# MK2 ESCORT



EPOa. GP4 2litre pinto, Quaife box atlas axle 4:6 Isd AP Racing front brakes Gartrac Arches Alloy tank and rad, for full spec and more pics. Central Bedfordshire. 07505 442435 (SN)

# MKA



1989, 57,000 miles, £1,650. 1.6 GL estate. MoT to March 2016. In very good condition all round. Lots of service paperwork etc. New front tyres. Call for more details. Wiltshire. 01666 577446

# FALCON

# FALCON



1959, £12,000. First year model, stock straight six 2.4 litre engine, lowered suspension, de-badged, new tyres, mike curtis wheel, car featured. Cheshire, 01612 928270 (SN)

# FIESTA

# FIESTA 1.0 POPULAR PLUS



1986, 35,000 miles, £2,750. One lady owner for 28 years, superb original inside and out, MoT Jan 2016, no advisories, recent major service £500 plus, with receipts, have correct hubcaps. Derbys. 0115 932 8913

# FIESTA XR2I



1991, 45,000 miles, £5,250. Totally original, unmodified, Garaged all its life, No rust. MoT July 16. To keep it running nice it has had new, tyres, battery, cambelt, head, rocker box and manifold gasket. Has been waxholed inside and out. The bright red paint is still shinning, no fading at all. gizzyday@outlook.com

#### КΔ

## **KA 1600 SE SPORT**

2005, 64,500 miles, £1,295. Full year's MoT. Retired lady owner. Fully serviced. Alloys, leather seats, spoilers, central locking, alarmed. Future collector's car. Lincolnshire. 01652 640257 (RB)

# MONDEO

# MONDEO ST220



2003, 117,000 miles, £2,100. Recent engine change and clutch, excellent condition, very clean inside and out, Recaro interior, BK299 18" alloys unmarked. South Yorks. 07495 586288

# MONDEO ZETEC



2001, 46,000 miles, £995. 1999 cc, petrol. One owner from new. 14 service stamps. Beautiful car, bodywork immaculate, MoT March 2016. Full history and original bill for sale. Bridlington. 07901 695877 (SN)

# MUSTANG

# MUSTANG GT FASTBACK



1967, £39,995. This Mustang LOOKS STUNNING and turns heads wherever it goesThis fastback was done to a high standard, and it really shows. I have displayed at many shows, and is without doubt one of the nicest Fastbacks out there. A CUT ABOVE THE REST! Message me, or call to have a chat. Thanks Pete. Essex. 07906 712466 (MC)

# ORION

## ORION



1986, 97,000 miles, £1,495. 1.6 GL, 4 door, maroon, grey trim, will come with new MoT, just been serviced, good runner, very clean. On SORN. 01763 250377 (SN)

## SEDAN

# SEDAN



1931, 3,500 miles, £20,000 ono. 400 horsepower V8 Chevy. Holley electronic fuel injection. Edelbrock aluminium cylinder heads. 700R4 overdrive gearbox. Centreline wheels. Mooneyes instruments. Passed MoT September 2015. Crosby, 07437 495307 (SN)

# SIERRA

# SIERRA

1990, 71,685 miles, £1,000. Blue Ford Sierra Saphire LXTD diesel H reg. Good condition, full service history. 4 new tyres MoT until Nov. Cambridge. 01353 722185

# SIERRA XR4X4I



1989, 68,500 miles, £5,795 ono. Ford Ex Demo Car and laid up for 17years.Full MoT, Full Service, Full Stainless Exhaust. New Clutch Fitted July 2015. Excellent Condition, Documented History. Leicestershire, 07883 437443 (SN)

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# TRANSIT

# FORD TRANSIT MARK 1



1975, £5,000. Taxed and tested on the road, free tax from 1st January 2016, Toyota diesel engine, new tyres, resprayed, very clean. Cambridgeshire. 01945 581862

## TRANSIT



£2,200. For sale very light restoration. 07702 831731 (SN)

# **VEHICLES WANTED**

#### **ESCORT MEXICO MK1**

Wanted. For restoration or two door shell for project over winter. Norfolk. 07500 709199

# FORD SIERRA

Wanted. Diesel or Ford Granada, diesel or Vauxhaul Victor F-type. Herefordshire. 07528 642560 (PB)

# PARTS FOR SALE

# FIESTA 105E MK1

1966, £30. Front screen and rubber. New clutch kit Mk1 1.1 £35. New clutch kit 1.6 ohc 72-76 £35. Both kits are Ford OE. Phone evenings. Hampshire. 01962 734721

# **FORD CAPRI ALLOYS**

£75. 1600 cvh engine, £150. Cortina gearbox, £50. Jack, £10. Rostyles (4), £20. Front uprights and brakes, £50 pair. Sierra diff, £60. Carmarthenshire. 01570 480149 (RB)

# FORD CAPRI MK II

£325. Genuine n/s passenger front wing. Stored in loft for years, never fitted. Stick got factory sticker. Lancashire. 07754 747616 (RB)

# **FORD FIESTA PARTS**



£25. Parts include indicators, lights, locks, starter motor, mirrors, fuse box, loads of bits too much to list. East Yorkshire. 07979 406536 (SN)

# FORD GRANADA GL MK2

EPOA. Diesel. Peugeot engine, hatchback, been in garage unused since 2006, near York, space needed. North Yorkshire. 01904 768494

# FORD MK 4 ESCORT PARTS

Evarious. 1 pair front door mirror (mat black) £10, 1 pair front door electric window regulators £15. 01306 884449

# FORD TRANSIT

£140 ono. Mk2 rear road springs (2). Brand new gen Ford 3 leaf heavy duty. Staffordshire. 07770 837133 (SN)

#### FORD TRANSIT

£25 ono. Transit Mk 6 pickup tow bar. Staffordshire. 07770 837133 (SN)

# FORD/MOTORCRAFT

EPOA. Clutch kits, new old stock. ECK 1100, ECK 1352, ECK 216, ECK 1025, ECK 1411, ECP 218, ECK 1345, ECD 1147, ECK 1413. Phone for prices. Avon. 07855 376107

#### WHEEL RINGS

EPOA. For Escort/Orion 81-86, as new still packaged, set only will not split. 07985 691137 (SN)

# **PARTS WANTED**

# FORD 2000E 3 RAIL GEARBOX

Wanted. In good condition. 07860 246900 (SN)

# **FORD CORTINA ESTATE**

"H REG", Wanted. Floor change, automatic gearbox for Cortina MKII Estate 1600cc, May buy engine and gearbox if the price is right, must be good condition, needed for amputee. Thanks, Lancashire. 07958 460033 (SN)

## FORD CORTINA MK1

1963, Wanted. Dashboard pre air-flow RHD, basket case car considered. West Sussex. 07979 811717

# MISCELLANEOUS

# BRAIN JAMES TRAILER



£2,000 no offers. Twin axle braked, bed 3.5mts x 1.7mts, built in hitch lock with 2 keys, 4 excellent tyres with unused spare lockaway ramps, permissable MGW 1600kg. Essex. 01255 813791

# FORD QUALE BIRD MASCOT



£65 post free. From USA on snap-on chrome cap. Nice condition. Essex. 07794 775973 (PB)

## MINERVA CAR MASCOT



1930, £850 ono. Signed P Desoete, Dutch. Used on all series on cap. Nice condition. Cornwall. 07905 135288 (RB)

#### OLD CAR RADIOS

1960's, £100 (all five). Have 5, chrome and push buttons. Good condition. Radiomobile, Motorola, etc. Devon. 07971 687318 (RB)

# MISCELLANEOUS FOR SALE

## BROOKLANDS FLYING CLUB BADGE



£65. Mnf by Toye Kenning & Spencer, excellent condition. Essex. 07964 486932

# **CAR HANDBOOKS**

EPOA. From 1948 to late 1960s. 28 in all. 1912 bulb type horn, brass. Offers. Staffordshire. 01543 375132 (RB)

# EXPANDING REAMERS



£80 ono. Made by "T&J", British made. Lancashire. 01706 345944 (RB)

# FORD HANDBOOK

£15. Mk2 Cortina, 1968. Ford Haynes book, 1980, 1990, XR3, £10. Ford Cortina MK3 boot lid base, £10. AA base, 1960, £25. Plus postage and packing. Surrey. 020 8641 4238

## NATIONAL TRUST BADGE



£35 post free. Metal type. Founded 1895. Complete with grille fixing kit. Surrey. 07580 313669 (RB)

# **PUTA TIGER IN YOUR TANK**



£30 post free. Ally sign with fixing holes. 400mm dia. Poly powder coat finish. Surrey. 07968 659967 (RB)

## **SET 3 EMI CAR CLUB BADGES**



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# **JANUARY 2016 IN THIS ISSUE**



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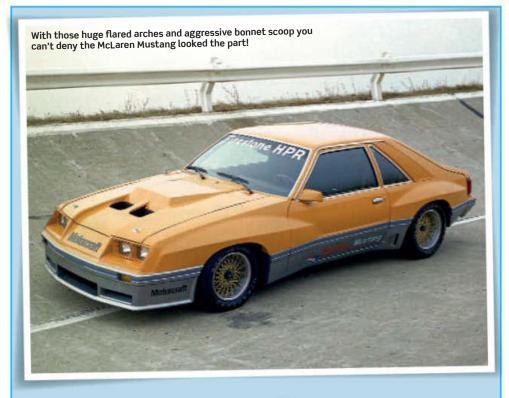
MK3 FOCUS ST 40
Finely fettled Mk3 shows the ST can rival the RS!



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# FORDS YOU PROBABLY NEVER KNEW EXISTED

# **#75 MCLAREN MUSTANG**

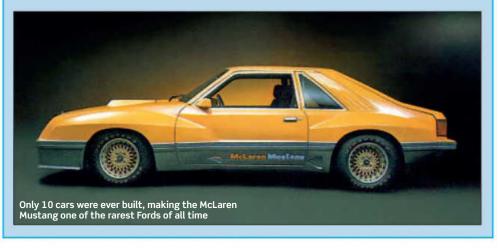
multiple Formula One Championships, McLaren may be best known for producing exotic supercars such as the P1, 12C, or the simply-insane F1. But McLaren was building performance road cars long before then, and in particular building fast Fords too!

Back in 1980 Ford had just formed its Specialist Vehicle Operations arm (not to be confused with the British Advanced Vehicle Operations or Special Vehicle Engineering divisions) and immediately after, in 1981, a collaboration with McLaren was on the cards.
McLaren was already worldfamous for its success in
motorsport, and while Brits
remember the team's endeavors
in Formula One, McLaren was also
highly acclaimed over in the USA
for its success in the Indy Car and
Can Am series'. And it was that
notoriety which Ford jumped on
when commissioning McLaren to
design and produce a special
edition Mustang.

The McLaren Mustang was nothing short of amazing. Boasting huge flared arches, a distinctive bonnet scoop, and bright golden paintwork it certainly grabbed people's attention – maybe even more so than Ford's own special edition IMSA Mustang.

Under the bonnet there was a throbbing great million-litre V8, right? Wrong. The McLaren Mustang utilised the smaller 2.3-litre turbocharged Lima engine as found in the regular Foxbody Mustang. That may come as somewhat of a disappointment for a car that looks as aggressive and racy as this, but in reality the 175bhp it produced was more than enough for normal road use – the McLaren Mustang was, after all, only a road car.

That didn't stop people wanting one though. Or maybe it did – initial projections suggested 250 cars would be built and sold, when in fact only 10 cars were ever produced, including the prototype! That makes the McLaren Mustang one of the rarest fast Fords ever!





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